

မာတိကာ

စဉ်	အကြောင်းအရာ	စာမျက်နှာ
၁။	နိဒါန်း	၁
၂။	သမိုင်းအကျဉ်းချုပ် - ကမ္ဘာ့သမိုင်း - မြန်မာ့သမိုင်း	၁ - ၅
၃။	အားကစားနည်းအလိုက်ဝေါဟာရများ (Terminology)	၅
၄။	ပြိုင်ပွဲအမျိုးအစားများ	၅
၅။	ပြိုင်ပွဲစည်းမျဉ်းဥပဒေများ	၅
၆။	နည်းစနစ်များနှင့် အခြေခံသင်ကြားခြင်းအဆင့် (Techniques & Basic Skills Teaching Stages)	၆
၇။	လေ့ကျင့်ရေးစနစ်များနှင့် နည်းလမ်းများ (Training Methods & Means)	၆
၈။	နည်းဗျူဟာပိုင်းဆိုင်ရာလေ့ကျင့်ခြင်း (Tactical Skill & Training)	၆-၇
၉။	လေ့ကျင့်ရေးကာလအပိုင်းအခြားများ ခွဲခြားခြင်း (Training Periodisation)	၇
၁၀။	နိဂုံး	၇
၁၁။	ဆုတံဆိပ်ရရှိမှု	၈-၉
၁၂။	စည်းမျဉ်းဥပဒေ သရုပ်ပြပုံများ	၁၀-၆၃



မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်

MYANMAR YACHTING FEDERATION

နိဒါန်း။

၀၁။ အားကစားဝန်ကြီးဌာန၊ အားကစားနှင့်ကာယပညာဦးစီးဌာန၊ အားကစားနှင့်ကာယပညာသိပ္ပံ (ရန်ကုန်) တွင်ပညာသင်နှစ်အလိုက် အားကစားနှင့်ပညာရေးပေါင်းစပ်လေ့ကျင့်ရေးသင်တန်းနှင့် အခါအားလျော်စွာဖွင့်လှစ်သည့် အခြားသင်တန်းများကိုပါ လေ့ကျင့်သင်ကြားပေးရာတွင် အားကစား နည်းတစ်ခုချင်းအလိုက် လိုအပ်သည့်အပိုင်းလိုက် ခေါင်းစဉ်များပါဝင်သော သင်ရိုးညွှန်းတမ်းစာအုပ် များရေးဆွဲပြုစုဆောင်ရွက်လျက် အားကစားနှင့်ကာယပညာသိပ္ပံ (ရန်ကုန်) သို့ပို့ပေးပါရန်၊ ၂၀၁၅ ခုနှစ်၊ နိုဝင်ဘာလ (၁၇) ရက်စွဲပါစာအမှတ် ၁၀၇၃/ သတ - ၁/ သိပ္ပံ ဖြင့် အကြောင်းကြားလာပါ သည်။

၀၂။ မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်၏ သင်ရိုးညွှန်းတမ်းစာအုပ်ကို အားကာ/သိပ္ပံ (ရန်ကုန်) ၏ လိုအပ်ချက်မာတိကာခေါင်းစဉ်နှင့်အညီ အောက်ပါအတိုင်းရေးဆွဲတင်ပြအပ်ပါသည်။

ကမ္ဘာရွက်လှေသမိုင်းအကျဉ်း။

၀၃။ (၁၇) ရာစုနှစ်မတိုင်မီ ကမ္ဘာသမိုင်းတွင် သယ်ယူပို့ဆောင်ရေးလုပ်ငန်းများကို ရွက်သင်္ဘော များဖြင့် ရွက်လွှင့်၍ သွားလာလှုပ်ရှားခဲ့ကြပါသည်။ ထိုအချိန်မှစပြီး ရွက်သင်္ဘောများပေါ်ပေါက်ခဲ့ ခြင်းဖြစ်ပါသည်။ (၁၇) ရာစုတွင် ရွက်လှေအားကစားကို Holland နိုင်ငံမှ စတင်ပေါက်ဖွားလာပြီး ထိုမှတဆင့် England နိုင်ငံသို့ မိတ်ဆက်ခဲ့ပါသည်။ ထို့နောက်ပိုင်းတွင် American Colonies နိုင်ငံ များအထိ ပျံ့နှံ့သွားခဲ့ပါသည်။ ထို့မှတဆင့် ရွက်လှေအားကစားသမားများ ရွက်လှေအပျော်စီးခြင်း၊ လေ့ကျင့်ခြင်းတို့ကို အဖွဲ့လိုက်ဆောင်ရွက်နိုင်ရန်အတွက် Yacht Club အဆောက်အဦများ လိုအပ် လာပါသည်။ ကမ္ဘာပေါ်၌ ပထမဦးဆုံး Yacht Club ကို ၁၇၂၀ ခုနှစ်တွင် Ireland နိုင်ငံ၊ Cork မြို့ တွင်စတင်ဆောက်လုပ်တည်ထောင်ခဲ့ပါသည်။

၀၄။ United States တွင် ယနေ့ထိတိုင် ရှေးအကျဆုံးအဖြစ် တည်ရှိနေသော Club သည် New York Yacht Club (NYYC) ဖြစ်ပြီး၊ ၄င်းကို ၁၈၄၄ ခုနှစ်တွင် စတင်တည်ထောင်ခဲ့ပါသည်။ NYYC မှ ရွက်လှေအားကစားသမားများသည် British ရွက်လှေအားကစားသမားဖြင့် ၁၈၅၁ ခုနှစ် တွင် Schooner America ရွက်လှေပြိုင်ပွဲကို England နိုင်ငံ၊ Isle of Wight တွင် ယှဉ်ပြိုင်ကျင်းပ ပြုလုပ်ခဲ့ပါသည်။ ထိုပြိုင်ပွဲတွင် အောင်မြင်မှုဖလားကို NYYC မှရရှိခဲ့ပါသည်။ ထိုအချိန်မှစတင်၍

အဆိုပါပြိုင်ပွဲကို America's Cup ဟုအမည်တွင်စေခဲ့ပြီး၊ နိုင်ငံတကာရွက်လှေပြိုင်ပွဲ၏ ကနဦးနှင့် ရှေးအကျဆုံး ရွက်လှေပြိုင်ပွဲတစ်ခုအဖြစ် အသိအမှတ်ပြုခြင်းခံခဲ့ရပါသည်။

၀၅။ ၁၉၈၀ ခုနှစ်ကစတင်ပြီး ရွက်လှေ Design ပုံစံများ ပြောင်းလဲဆန်းသစ်တီထွင်ခြင်း၊ အသင်း လိုက်ပြိုင်ပွဲများအတွက် ဥပဒေစည်းမျဉ်းများ ပြင်ဆင်ရေးဆွဲသတ်မှတ်ခြင်းနှင့် ပြိုင်ပွဲကျင်းပခြင်း အတွက် ကုန်ကျစရိတ်များကာမိစေရန်အတွက် ပြိုင်ပွဲဝင်ကြေးများ ထည့်သွင်းတွက်ချက်ခြင်းများ ပြုလုပ်ပြင်ဆင်ရေးသားမှတ်တမ်းတင်ခဲ့ကြပါသည်။ ၁၉၆၇ ခုနှစ်တွင် Francis Chichester ဆိုသူသည် ကမ္ဘာကို ရေကြောင်းလမ်းဖြင့် တစ်ဦးတည်း ရွက်လွှင့်ခဲ့ရာ၊ တစ်ကြိမ်သာ ရပ်တန့်ခြင်းပြု လုပ်ခဲ့ပြီး၊ (၁) နှစ်ကြာပြီးနောက်ပိုင်း ကမ္ဘာတစ်ဝှမ်းကို တစ်ကိုယ်တော်ရွက်လွှင့်နိုင်ခဲ့ခြင်းကြောင့် Golden Globe ဟူ၍အမည်တွင်သော ကမ္ဘာပတ်ရွက်လှေပြိုင်ပွဲကို စတင်တည်ထောင်ခဲ့သူဖြစ်ပါ သည်။

၀၆။ ယနေ့ခေတ်တွင် သမုဒ္ဒရာအတွင်း ရွက်လှေယှဉ်ပြိုင်သူများသည် Multihulled Yachts များဆောက်လုပ်၍ ခေတ်နှင့်အညီ ခေတ်မှီသောနည်းပညာပိုင်းဆိုင်ရာ ဆက်သွယ်ရေးစနစ်နှင့်ရာသီ ဥတုအခြေအနေကို ချက်ချင်းသိရှိနိုင်မည့် Satellite-generated ပစ္စည်းများကိုပါ တပ်ဆင်အသုံးပြု သွားမည်ဖြစ်ပါသည်။

၀၇။ ၁၉၀၀ ခုနှစ်မှစတင်၍ ရွက်လှေအားကစားပြိုင်ပွဲများကို Olympic Games တွင် ပြိုင်ပွဲ အမျိုးအစား (၉) ခုဖြင့်ထည့်သွင်းယှဉ်ပြိုင်ခဲ့ကြပြီး၊ ရွက်လှေအရွယ်အစား ၁၂ ပေ ၁ လက်မ (3.7m) အရှည်မှ ၂၆ ပေ ၉ လက်မ (8.2m) အရှည်ရှိသည့် ရွက်လှေများဖြင့် ယှဉ်ပြိုင်ခဲ့ကြပါသည်။ ရွက် လှေအားကစားသည် ကိုယ်ကာယကျန်းမာကြံ့ခိုင်စေပြီး၊ ကျယ်ဝန်းလှသည့် ပင်လယ်ပြင်တွင် ယှဉ်ပြိုင်ရခြင်းကြောင့် ပိုမိုတောင့်တင်းကြံ့ခိုင်သည့် ခေတ်မီရွက်လှေများကိုပါ တီထွင်ဆောက်လုပ် နိုင်ခဲ့ပါကြောင်း တင်ပြအပ်ပါသည်။

မြန်မာ့ရွက်လှေအားကစားနှင့် မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်၏ သမိုင်းအကျဉ်း။

၀၈။ မြန်မာနိုင်ငံသို့ ရွက်လှေအားကစား စတင်ရောက်ရှိလာပုံအကြောင်းတင်ပြရလျှင် ရန်ကုန် ရွက်လှေအသင်းအကြောင်း တစေ့တစောင်းပါဝင်မည်ဖြစ်ပါသည်။ ရွက်လှေယှဉ်ပြိုင်အားကစားနည်း သည် ၁၉၂၄ ခုနှစ်၊ ရန်ကုန်ရွက်လှေအသင်းတည်ထောင်ခဲ့စဉ်မှအစပြု၍ ရန်ကုန်မြို့၊ အင်းယားကန် တွင် ရွက်လှေအားကစားစတင် သန္ဓေတည်စေခဲ့သည်ဟု ဆိုနိုင်ပါသည်။ ၁၉၂၄ ခုနှစ်တွင် အင်္ဂလိပ် ၁၇ရင်ခံမှ “ Rangoon Sailing Club ” ကိုစတင်ဖွင့်လှစ် တည်ထောင်ခဲ့ရာ၊ ၁၇ရင်ခံကိုယ်တိုင် အသင်းဥက္ကဋ္ဌ (Commodore) အဖြစ်တာဝန်ယူဆောင်ရွက်ခဲ့ပြီး ထိုမှတဆင့် ဗြိတိသျှနိုင်ငံသားများ

ကပင် ဆင့်ကဲဆင့်ကဲတာဝန်ယူဆောင်ရွက်လာခဲ့ကြရာ၊ ၁၉၅၄ ခုနှစ်တွင် မြန်မာနိုင်ငံရေတပ်မတော် ၏ပထမဦးဆုံးစစ်ရေယာဉ် “ မေယု ” Commander ဗိုလ်မှူးကြီးခင်ဖေကြီးမှ အသင်းဥက္ကဋ္ဌ (Commodore) အဖြစ်ဖြင့် မြန်မာနိုင်ငံသားမှစတင်တာဝန်ယူဆောင်ရွက်ခဲ့ရပါသည်။ ထိုအချိန်မှ စတင်၍ Rangoon Sailing Club သည် မြန်မာနိုင်ငံသားများ၏လက်ဝယ်သို့ တဖြည်းဖြည်းရောက်ရှိလာကာ ၁၉၉၆ ခုနှစ်တွင် Yangon Sailing Club အမည်ပြောင်းလဲပြီး၊ ယခုထက်တိုင် မြန်မာနိုင်ငံသားများမှပင် တာဝန်ယူဆောင်ရွက်နေပြီးဖြစ်ပါသည်။

၀၉။ ၁၉၅၆ ခုနှစ်တွင် ရေပြင်အားကစားနည်းဖြစ်သည့် လှေလှော်အားကစားနှင့်ရွက်လှေအားကစားနည်းများအတွက် မြန်မာနိုင်ငံလှေလှော်ရွက်တိုက်အဖွဲ့ချုပ် (Burma Rowing and Yachting Federation) အဖြစ် ဖွဲ့စည်းခဲ့ပြီး၊ ၎င်းအဖွဲ့အစည်းသည် အရှေ့တောင်အာရှကျွန်းဆွယ် (ယခုအရှေ့တောင်အာရှ South East Asian) ဒေသတွင် ပထမဆုံးဖွဲ့စည်းခဲ့သောလှေလှော်/ရွက်တိုက်အဖွဲ့ချုပ် ဖြစ်ခဲ့ပါသည်။ ထိုစဉ်ကလှေလှော်/ရွက်တိုက်အဖွဲ့ချုပ်ကို ပထမဆုံးဥက္ကဋ္ဌအဖြစ် ဦးစီးဦးဆောင်ပြုခဲ့သူ ဦးမောင်မောင်လွင်သည် ရွက်လှေအားကစားကိုစိတ်ပါဝင်စားရုံသာမက မြန်မာနိုင်ငံအမျိုးသားအိုလံပစ်ကော်မတီတွင် တက်ကြွစွာပါဝင်လှုပ်ရှားသော အဖွဲ့ဝင်တစ်ဦးလည်းဖြစ်ခဲ့ပါသည်။

၁၀။ ၁၉၆၁ ခုနှစ်၊ 2nd SEA Games ဒုတိယအကြိမ်အရှေ့တောင်အာရှကျွန်းဆွယ် အားကစားပြိုင်ပွဲကို အိမ်ရှင်နိုင်ငံအဖြစ် မြန်မာနိုင်ငံမှလက်ခံဆောင်ရွက်ခဲ့ရာ၊ ရွက်လှေအားကစားနည်းကို ထည့်သွင်းယှဉ်ပြိုင်စေပြီး ပြိုင်ပွဲများကို အောင်မြင်စွာဆောင်ရွက်ပေးနိုင်ခဲ့သည်အပြင် ရွှေတံဆိပ်ဆု (၂) ဆုရရှိခဲ့သည်အတွက် သမိုင်းတွင် မှတ်ကျောက်အတင်ခံခဲ့ရပါသည်။ ၁၉၆၆ ခုနှစ်တွင် အဖွဲ့ချုပ်အမှုဆောင်အဖွဲ့ကို ပြန်လည်ပြင်ဆင်ဖွဲ့စည်းခဲ့ကာ မြန်မာ့တပ်မတော် (ရေ) မှ ဒုတိယဗိုလ်မှူးကြီးအောင်ကြီးကို ဥက္ကဋ္ဌအဖြစ် ပြောင်းလဲတာဝန်ပေးအပ်ခဲ့ပါသည်။ ၁၉၆၇ ခုနှစ်၊ ထိုင်းနိုင်ငံ အိမ်ရှင်နိုင်ငံအဖြစ် ဘန်ကောက်မြို့တွင်ကျင်းပပြုလုပ်ခဲ့သည့် 4th SEA Games စတုတ္ထအကြိမ်၊ အရှေ့တောင်အာရှကျွန်းဆွယ်အားကစားပြိုင်ပွဲတွင် ရွက်လှေအားကစား၌ အဖွဲ့ချုပ်ဥက္ကဋ္ဌ၊ ဒုတိယဗိုလ်မှူးကြီး အောင်ကြီး ကိုယ်တိုင်ပါဝင်ယှဉ်ပြိုင်ခဲ့ပြီး ငွေတံဆိပ်ဆု (၁) ဆုနှင့် ကြေးတံဆိပ်ဆု (၃) ဆု ရရှိခဲ့ပါသည်။

၁၁။ တဖန် ၁၉၆၉ ခုနှစ် 5th SEAP Games ပဉ္စမအကြိမ်မြောက် အရှေ့တောင်အာရှကျွန်းဆွယ် ပြိုင်ပွဲကို အိမ်ရှင်အဖြစ် မြန်မာနိုင်ငံမှ လက်ခံဆောင်ရွက်ရာတွင်လည်း ရွက်လှေအားကစားပြိုင်ပွဲအမျိုးအစား (၄) မျိုးထည့်သွင်းပြီး အောင်မြင်စွာ ကျင်းပနိုင်ခဲ့သည်အပြင် ရွှေတံဆိပ်ဆု (၄) ဆု ဆွတ်ခူးနိုင်ခဲ့ပါသည်။ အဆိုပါ ပဉ္စမအကြိမ်မြောက်အရှေ့တောင်အာရှကျွန်းဆွယ် အားကစားပြိုင်ပွဲဝင်ရန် ကြိုတင်လေ့ကျင့်မှု၊ နည်းစနစ်ပိုင်းဆိုင်ရာ လေ့ကျင့်မှုများကြောင့် မြန်မာ့ရွက်လှေအားကစား

သည်အောင်မြင်မှုရရှိခဲ့ရုံသာမက အပြည်ပြည်ဆိုင်ရာ ရွက်လှေအားကစားပြိုင်ပွဲများသို့လည်း ထိုးဖောက်ဝင်ရောက်ယှဉ်ပြိုင်နိုင်သည်အဆင့်သို့ ရောက်ရှိလာပါသည်။ ၁၉၆၁ ခုနှစ် 2nd SEAP Games မှ ယနေ့ထိတိုင် အရှေ့တောင်အာရှနှင့်အာရှအားကစားပြိုင်ပွဲများသို့ သွားရောက်ယှဉ်ပြိုင်ခဲ့သည့်အကြိမ်ပေါင်းနှင့် ရရှိခဲ့သည့် ဆုတံဆိပ်စာရင်းများကို နောက်ဆက်တွဲ (က) ဖြင့် တင်ပြထားပါသည်။

၁၂။ ၁၉၇၅ ခုနှစ်မှစ၍ မြန်မာနိုင်ငံလှေလှော် / ရွက်လှေအဖွဲ့ချုပ် ဥက္ကဋ္ဌအဖြစ် ဒုတိယဗိုလ်မှူးကြီးမင်းလွင်မှ (၂) နှစ်ကြာ တာဝန်ယူဆောင်ရွက်ခဲ့ပြီး၊ ၁၉၇၈ ခုနှစ်မှ ၁၉၈၀ ခုနှစ်ထိ အဖွဲ့ချုပ်ဥက္ကဋ္ဌအဖြစ် ဒုတိယဗိုလ်မှူးကြီး ခင်အောင်မှလည်းကောင်း၊ ၁၉၈၁ ခုနှစ်မှ ၁၉၈၂ ခုနှစ်အထိ အဖွဲ့ချုပ်ဥက္ကဋ္ဌအဖြစ် ဒုတိယဗိုလ်မှူးကြီး သိန်းထွန်း (ရေ) မှလည်းကောင်း၊ ၁၉၈၃ ခုနှစ်မှ ၁၉၉၁ ခုနှစ်အထိ အဖွဲ့ချုပ်ဥက္ကဋ္ဌအဖြစ် ဗိုလ်မှူးကြီးမြသိန်း မှလည်းကောင်း၊ အသီးသီးတာဝန်ယူဆောင်ရွက်ခဲ့ကြပါသည်။ ၁၉၉၁ ခုနှစ်၊ နှစ်လယ်ပိုင်းမှစတင်၍ ၂၀၀၅ ခုနှစ်၊ ဇန်နဝါရီလအထိ စွမ်းအင်ဝန်ကြီးဌာန၊ စွမ်းအင်စီမံရေးဦးစီးဌာန၏ ညွှန်ကြားရေးမှူးချုပ် ဒုတိယဗိုလ်မှူးကြီးသိန်းထွန်း (ရေ) မှမြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်ဥက္ကဋ္ဌအဖြစ် ဆက်လက်လုပ်ဆောင်ခဲ့ပါသည်။ ထိုကဲ့သို့ အဖွဲ့ချုပ်ဥက္ကဋ္ဌများ အဆင့်ဆင့်လက်လွှဲပြောင်းတာဝန်ယူထမ်းဆောင်ခဲ့ရာမှ ဥက္ကဋ္ဌ ဒုတိယဗိုလ်မှူးကြီးသိန်းထွန်း (ရေ) တာဝန်ယူစဉ်ကာလဖြစ်သည့် ၁၉၉၁ ခုနှစ်တွင် အားကစားနည်းအလိုက် ပိုမိုတိုးတက်အောင်မြင်စေရန် ရွက်လှေအားကစားနှင့်လှေလှော်အားကစားတို့ကို သီးခြားရပ်တည်စေပြီး အဖွဲ့ချုပ်အသီးသီး ဖွဲ့စေခဲ့ရာမှ မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်ဟူ၍ စတင်ပေါ်ပေါက်လာစေခဲ့ပါသည်။ ထိုကာလတွင် ယခုလက်ရှိ ဥက္ကဋ္ဌဖြစ်သူ ဦးမိုးမြင့်မှ အထွေထွေအတွင်းရေးမှူးတာဝန်များကို စတင်တာဝန်ထမ်းဆောင်ခဲ့ပြီး ဥက္ကဋ္ဌတာဝန်အား ၂၀၀၅ ခုနှစ်၊ ဖေဖော်ဝါရီလတွင် လွှဲပြောင်းလက်ခံရယူကာ မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ် ဖွံ့ဖြိုးတိုးတက်အောင် အဘက်ဘက်မှပံ့ပိုးကူညီခဲ့ပြီး အားကစားသမားများ၏အရည်အသွေးများမြင့်သထက်မြင့်အောင် လိုအပ်သည့်အထောက်အကူပြုပစ္စည်းများ၊ နိုင်ငံခြားမှ ကျွမ်းကျင်နည်းပြများငှားရမ်းကာ နိုင်ငံတကာအဆင့်မီအောင် ဘက်စုံထောင့်စုံမှ ထောက်ပံ့ပေးခဲ့ပါသည်။

၁၃။ မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်ဥက္ကဋ္ဌ ဦးမိုးမြင့် လက်ထက်တွင် အသင်းတည်ရှိရာ မြေနုရာနှင့် ပတ်သက်ပြီး နောင်နှစ်ပေါင်းများစွာတိုင် အထောက်အထားအဖြစ်တည်ရှိစေရန်ရည်ရွယ်၍ မြို့တော်ဝန် ဦးအောင်သိန်းလင်းနှင့် အားကစားဝန်ကြီးဌာနဝန်ကြီး သူရဦးအေးမြင့်တို့မှ ပံ့ပိုးပေးခဲ့သည့်အတွက် ယခုအခါမြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်မြေနုရာသည် ရန်ကုန်ရွက်လှေအသင်းအဝင်ဝဂိတ်မှစ၍ လူဖြတ်ကူးတံတားနေရာအထိ နေရာသတ်မှတ်ပေးခဲ့ကြပါသည်။ ရန်ကုန်ရွက်လှေအသင်းသည် မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်၏ တစ်ခုတည်းသောအားထားရသည့် ရွက်လှေအသင်းဖြစ်ပြီး

မြန်မာနိုင်ငံကိုယ်စားပြု လက်ရွေးစင်ရွက်လှေအားကစားသမားများမွေးထုတ်ပေးရာ အသင်းတစ်သင်းလည်းဖြစ်ပါသည်။

ရွက်လှေအားကစားနည်း၏ဝေါဟာရများ (Terminology)။

၁၄။ ရွက်လှေအားကစားနည်း၏ ဝေါဟာရများကို The Racing Rules of Sailing (RRS) 2013 ~ 2016 (နောက်ဆက်တွဲ - ခ) အတွင်းရှိ Terms and Definitions of Sailing တွင်ဖော်ပြထားပါသည်။

ရွက်လှေပြိုင်ပွဲအမျိုးအစားများ။

၁၅။ အရှေ့တောင်အာရှအားကစားပြိုင်ပွဲ (South East Asian Games) တွင် အောက်ဖော်ပြပါနိုင်ငံတော်မှအသိအမှတ်ပြုထားသည့် ရွက်လှေပြိုင်ပွဲအမျိုးအစားများကို အခြေခံထားပြီး၊ မိမိတို့တွင်ရှိသော အားကစားသမားအင်အားပေါ်လိုက်၍ ထည့်သွင်းယှဉ်ပြိုင်ကြခြင်းဖြစ်ပါသည်။

(က) **Dinghy Class**

- (၀၁) International 49 er Class (Men)
- (၀၂) International 49 ea Class (Women)
- (၀၃) International 470 Class (Men/Women)
- (၀၄) International 420 Class (Boy/Girl - Under 19 of age)
- (၀၅) Laser Standard Class (Men)
- (၀၆) Laser Radial Class (Women)
- (၀၇) Laser 4.7 Class (Junior)
- (၀၈) International Optimist Class (Boy/Girl/Team - Under 15 of age)

(ခ) **Windsurfing Class**

- (၀၁) RS: X Class (Men/Women)
- (၀၂) RS: One Class (Boy/Girl – Under 19 of age)
- (၀၃) Bic Techno 293 (Boy/Girl - Under 19 of age)

ရွက်လှေပြိုင်ပွဲစည်းမျဉ်းဥပဒေများ။

၁၆။ နိုင်ငံတကာရွက်လှေအားကစားပြိုင်ပွဲ၏စည်းမျဉ်းဥပဒေများကို The Racing Rules of Sailing (RRS) 2013 ~ 2016 (နောက်ဆက်တွဲ - ခ) ဖြင့်ပူးတွဲတင်ပြထားပါသည်။

ရွက်လှေအခြေခံသင်ကြားခြင်းအဆင့်နှင့်နည်းစနစ်များ။

၁၇။ နိုင်ငံတကာရွက်လှေအားကစား၏အခြေခံသင်တန်းများကို အသက် (၁၅) နှစ်အောက် Optimist Class ရွက်လှေသင်တန်းဖြင့် စတင်လေ့ကျင့်စီးနင်းရပါသည်။ Optimist Class ရွက်လှေအားကစား၏အခြေခံအဆင့်သင်ကြားခြင်းနှင့် နည်းစနစ်များကို နောက်ဆက်တွဲ (၈) ဖြင့်ပူးတွဲတင်ပြထားပါသည်။

ရွက်လှေလေ့ကျင့်ရေးစနစ်နှင့် နည်းလမ်းများ (Training Methods & Means)

၁၈။ ရွက်လှေလေ့ကျင့်ရေးစနစ်တွင် အမျိုးအစား (Class) အလိုက်လေ့ကျင့်ပုံလေ့ကျင့်နည်းများ ကွာခြားမှုရှိကြပါသည်။ အဓိကအကျဆုံး လေ့ကျင့်ရေးနည်းစနစ်နှင့်နည်းလမ်းများကို အောက်ပါအတိုင်းတင်ပြသော်လည်းကောင်းရရှိပါသည်။

- (က) အသက်အန္တရာယ်ကင်းရှင်းစွာဖြင့် လေ့ကျင့်ခြင်း (Rules for Your Safety)
- (ခ) ရွက်လှေလေ့ကျင့်ခြင်းမပြုမီ ရွက်လှေအတွင်းရှိကိုင်တွယ်လေ့ကျင့်ရမည့် ပစ္စည်းအစိတ်အပိုင်းများကို ဦးစွာသိရှိအောင်ပြုလုပ်ပြီး၊ စနစ်တကျအသုံးပြုလေ့ကျင့်ခြင်း (How to handle Parts of the Boat)
- (ဂ) ရွက်လှေတွင်အသုံးပြုသည့် ရွက်ကြိုးများအတွင်း ပူလီကြိုးများစနစ်တကျပုံစံအတိုင်း တပ်ဆင်လေ့ကျင့်ခြင်း (Knots Tie Method)
- (ဃ) ရွက်လှေ၏ရွက်တိုင်နှင့်ရွက်၏လှုပ်ရှားမှု၊ရေလှိုင်း၏လှုပ်ရှားမှုတို့ကိုဟန်ချက်ညီညီ ထိန်းသိမ်းနိုင်ရန်လေ့ကျင့်ခြင်း (Balancing)
- (င) ရွက်လှေစီးနင်းသည့်အခါ Main Sail နှင့် Jib Sail တို့ကို ပိုင်ပိုင်နိုင်နိုင်လွှင့်နိုင်၍ စီးနင်းလေ့ကျင့်ခြင်း (Points of Sailing)
- (စ) မိမိစီးနင်းမည့်ရွက်လှေကို ကမ်းမှခွာ၍တာထွက် /တာဝင်နှင့် ကမ်းခွာ /ကမ်းကပ်နည်းစနစ်များကို နည်းလမ်းမှန်လေ့ကျင့်ခြင်း (Launching & Returning to Shore)

နည်းဗျူဟာပိုင်းဆိုင်ရာလေ့ကျင့်ခြင်း (Tactical Skill & Training)

၁၉။ ရွက်လှေအားကစား၏နည်းဗျူဟာပိုင်းဆိုင်ရာလေ့ကျင့်ခြင်း (Tactical Skill & Training) အပိုင်းတွင် အောက်ပါတို့ကိုသိရှိထားရန် အထူးလိုအပ်ပါသည်။

- (က) Racing Rules of Sailing
- (ခ) Self Performance & Fitness
- (ဂ) Performance
 - (၀၁) Acceleration
 - (၀၂) Balancing
 - (၀၃) Boat Handling & Speed
 - (၀၄) Mark Rounding
- (ဃ) Strategy
- (င) Course
 - (၀၁) Before Start
 - (၀၂) Start
 - (၀၃) After Start
 - (၀၄) Midfield Area of Course
 - (၀၅) Top Mark
 - (၀၆) Gybe Mark
 - (၀၇) Leeward Mark
 - (၀၈) Finish

လေ့ကျင့်ရေးကာလအပိုင်းအခြားများခွဲထားခြင်း (Training Periodisation)

၂၀။ ရွက်လှေ၏လေ့ကျင့်ရေးကာလအပိုင်းအခြားများကို အောက်ပါအတိုင်းခွဲခြားလေ့ကျင့်သွားပါမည်။

- (က) Dinghy Junior Course
- (ခ) Dinghy Sailor Course
- (ဂ) Dinghy Racer Course
- (ဃ) Dinghy Star Course

နိဂုံး။

၂၁။ မြန်မာ့ရွက်လှေအားကစား၏အခေါ်အဝေါ်များသည် အပြည်ပြည်ဆိုင်ရာနှင့်ပတ်သက်လျက်ရှိ၍ အင်္ဂလိပ်အခေါ်အဝေါ်များကိုသာ အသုံးပြုရခြင်းဖြစ်ပါကြောင်း တင်ပြအပ်ပါသည်။



မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ်

MYANMAR YACHTING FEDERATION

မြန်မာနိုင်ငံရွက်လှေအဖွဲ့ချုပ် စတင်ဖွဲ့စည်းသည့် အချိန်ကာလမှစတင်၍ အရှေ့တောင်အာရှ
အားကစားပြိုင်ပွဲ အာရှအားကစားပြိုင်ပွဲနှင့် အိုလံပစ်ပြိုင်ပွဲများပါဝင်ယှဉ်ပြိုင်ခဲ့ရာတွင်
ဆုတံဆိပ်ရရှိမှုအခြေအနေ

Sr.	Games	Host Country	Class	Name	Prize
1	II SEAP Games 1961	Myanmar	Rater Sharple	Mg Mg Lwin – Kyaw Nyi Than Tu – Bing Chaung	Gold Gold
2	IV SEAP Games 1967	Thailand	Moth Fly Dutchmen OK Dinghy OK Dinghy	Khin Thein Tin Htoo – Hla Khin Yan Kin Khin Thein	Bronze Silver Bronze Diploma
3	V SEAP Games 1969	Myanmar	OK Dinghy Fireball Rater Enterprise	Khin Thein Tun Thein – Than Sein W Nicholas – Sann Myint Htoo Aung Kyi – Tun Kyi	Gold Gold Gold Gold
4	VI ASIAN Games 1970	Thailand	Enterprise OK Dinghy Fireball Fly Dutchmen	Htoo Aung Kyi – Tun Kyi Khin Thein Tun Thein – Than Sein W Nicholas – Hla Khin	Gold Bronze Bronze Diploma
5	VII SEAP Games 1973	Singapore	OK Dinghy Int'l 470 Lark Bosun	Khin Thein Tun Thein – Than Sein Tun Tin – Mg Kyaing Hla Khin – Tun Kyi	Gold Silver Bronze Diploma
6	VIII SEAP Games 1975	Thailand	OK Dinghy Fireball Moth Int'l 420 Enterprise	Khin Thein Tun Thein – Than Sein Sann Myint Tin Oo Mg – Han Kyi Tun Tin – Timmy	Bronze Silver Diploma Diploma Diploma
7	VIII Asian Games 1978	Thailand	Moth Fireball Enterprise OK Dinghy	Khin Thein Tun Thein – Than Sein Tin Oo Mg – Hla Maw Tun Thi Ha	Silver Diploma Diploma Diploma
8	XII SEA Games 1983	Singapore	OK Dinghy Lark Int'l 470	Khin Thein H Sein Hlaing – Aung Aung Kyaw Tun Thein – Than Sein	Bronze Diploma Diploma
9	XIII SEA Games 1985	Thailand	OK Dinghy Fireball	Khin Thein Tun Thein – Zaw Myint	Bronze Diploma
10	XV SEA Games 1989	Malaysia	Laser II Int'l 470 Laser	Khin Thein – Naing Moe Aye Aung Aung Kyaw – Tun Tun Kyaw Kyaw Mg Mg Thwin	4th 4th 5th

84-85 Hlaing Myint Moh Lane #1, 10th Quarter, Hlaing Township, Yangon, Myanmar

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www.myanmarsailing.com

11	XVI SEA Games 1991	Philippines	Int'l 470 F – fifteen Laser	Aung Aung Kyaw – Kyaw Htet Tun Tun Kyaw – Min Htet Naing Moe Aye	Bronze Gold 5th
12	XVII SEA Games 1993	Singapore	J-24 Int'l 470 Laser Man Laser Women Optimist	Tun Tun Kyaw – Min Htet Than Sein – Mg Mg Aye Tin Hla Phone Win – Kyaw Thu Naing Moe Aye Omar Kyaw Myat Pwint Yi Kyaw	Diploma Diploma Diploma Diploma Diploma
13	12th Asian Games 1994	Japan	Enterprise Optimist	Htun Htun Kyaw – Min Htet Sithu Moe Myint	Diploma Diploma
14	18th SEA Games 1995	Thailand	Int'l 420 Optimist Super Mod	Myat Pwint Yi Kyaw – Saw Marlar Soe Sithu Moe Myint Aung Kyaw Win	Silver Bronze Bronze
15	19th South East Asian Games 1997	Indonesia	Optimist (Girls) Optimist (Boys) Enterprise Int'l 420 Int'l 420	Thin Kyu Maw Oo Win Kyaw Phyo Ponnya Kyaw – Zan Ye Kyaw Sithu Moe Myint – Aung Kyaw Suu Myat Soe – Saw Marlar Soe	Bronze 5th Diploma 4th Diploma 4th Diploma 4th Diploma
16	21st SEA Games, 2001	Malaysia	Int'l 420 Int'l 420 Laser II Optimist	Phone Kyaw – Sithu Moe Myint Suu Myat Soe – Nan Kham Say Aung Myin Thu – Kaung Myat Htut Chit Su	Gold Gold Gold Bronze
17	23rd SEA Games, 2005	Philippines	Int'l 470 (Men) Int'l 470 (Women) Int'l 420 (Boys) Int'l 420 (Girls)	Aung Myin Thu – Pyae Sone Hein Suu Myat Soe – Nwe New Sann Nay La Kyaw – Min Min Su Sandar Wai – Zin April Aung	Gold Silver Silver Silver
18	15th ASIAN Games 2006	Qatar	Int'l 420 (Boys) Int'l 420 (Girls)	Nay La Kyaw – Min Min Su Sandar Wai – Zin April Aung	Bronze Bronze
19	24th SEA Games 2007	Thailand	Int'l 470 (Men) Int'l 470 (Women)	Aung Myin Thu - Sai Pyae Sone Hein Su Sandar Wai - Khin Nyo Lin	Bronze Bronze
20	26th SEA Games 2011	Indonesia	Int'l 470 (Women)	Khin Nyo Lin - Theingi Win Shwe	Silver
21	27th SEA Games 2013	Myanmar	Half Rater (Open) RS:One (Boys) Int'l 470 (Women) Int'l 420 (Girls) RS:One (Girls)	Sithu – Phone Kyaw Moe Myint Set Naing Aung Su Myat Soe – Nan Kham Say Wai Pwint Wabo – Theingi Win Shwe Ngon Phooe Hlaing	Gold Gold Silver Bronze Bronze
22	2nd Summer Youth Olympic Games 2014	China	Techno 293 (Boys)	Set Naing Aung	13th in total 20

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



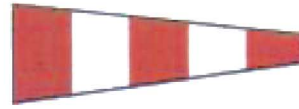
↑ • • • ↓ •

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



↑ • •

AP over H Races not started are *postponed*. Further signals ashore.



↑ • •

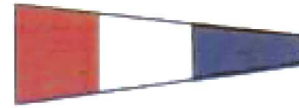
AP over A Races not started are *postponed*. No more racing today.



Pennant 1 ↑ • • • ↓ •



Pennant 2 ↑ • • • ↓ •



Pennant 3 ↑ • • • ↓ •



Pennant 4 ↑ • • • ↓ •



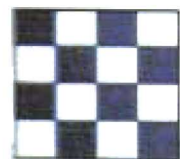
Pennant 5 ↑ • • • ↓ •



Pennant 6 ↑ • • • ↓ •

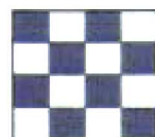
AP over a numeral pennant 1-6 *Postponement* of 1-6 hours from the scheduled starting time.

Abandonment Signals



↑ • • • • ↓ •

N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



↑ • • •

N over H All races are *abandoned*. Further signals ashore.



↑ • • •

N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑ • ↓ —
P Preparatory signal.



↑ • ↓ —
I Rule 30.1 is in effect.

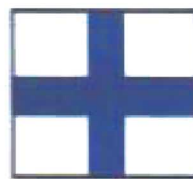


↑ • ↓ —
Z Rule 30.2 is in effect.

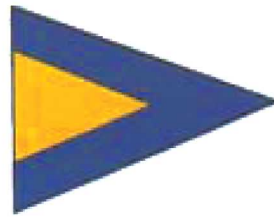


↑ • ↓ —
Black flag. Rule 30.3 is in effect.

Recall Signals



↑ •
X Individual recall.



↑ • • ↓ •
First Substitute General recall. The warning signal will be made 1 minute after removal.

Shortened Course



↑ • •
S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



C The position of the next *mark* has been changed:



to starboard;



to port;

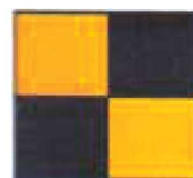


to decrease the length of the leg;



to increase the length of the leg.

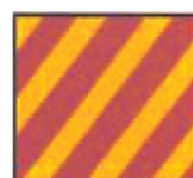
Other Signals



↑ •
L Ashore: A notice to competitors has been posted.
Afloat: Come within *hail* or follow this boat.



M The object displaying this signal replaces a missing *mark*.



↑ •
Y Wear a personal flotation device.



(no sound)
Blue flag or shape. This race committee boat is in position at the finishing line.

Extracts from ISAF Racing Rules of Sailing

2001 ~ 2004



Part 1 - Fundamental Rules

1. Safety

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger

1.2 Life-Saving Equipment and Personal Buoyancy

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

2. Fair Sailing

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3. Acceptance of the Rules

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules* ;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules* ; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided by the *rules*.



4. Decision to Race

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

5. Drugs

A competitor shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency and shall comply with Appendix 3 (ISAF Regulation 19, ISAF Anti-Doping Code). An alleged or actual breach of this rule shall be dealt with under Regulation 19. It shall not be grounds for a *protest* and rule 63.1 does not apply.

Part 2 - When Boats Meet**Section A - Right of Way :**10. On Opposite Tacks

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

11. On the Same Tack, Overlapped

When boats are on the same tack and overlapped, a *windward* boat shall keep clear of a *leeward* boat.

12. On the Same Tack, Not Overlapped

When boats are on the same tack and not overlapped, a boat clear *astern* shall keep clear of a boat clear *ahead*.

13. While Tacking

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.



Section B - General Limitations :

14. Avoiding Contact

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and
- (b) shall not be penalized under this rule unless there is contact that causes damage.

Part 3 - Conduct of A Race

31 Touching a Mark

- 31.1 While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.
- 31.2 A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360 degree turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark*, she shall sail completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the mark she shall retire .

Part 4 - Other Requirements When Racing

41 Outside Help

A boat may receive outside help as provided for in rule 1. Otherwise, she shall not receive help except for an ill or injured crew member or, after a collision, from the crew of the other boat .



42. Propulsion

42.1 *Basic Rule*

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 *Prohibited Actions*

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centerboard, that does not facilitate steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm not necessary for steering;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.2 *Exceptions*

- (a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (b) Except on a boat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.
- (d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.



Section C - Gross Misconduct

69. Allegations of Gross Misconduct

69.1 Action by a Protest Committee

- (a) When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a *rule* or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.
- (b) A protest committee of at least three members shall conduct the hearing, following rules 63.2, 63.3, 63.4 and 63.6. If it decides that the competitor committed the alleged misconduct it shall either.
 - (1) warn the competitor or
 - (2) impose a penalty by excluding the competitor, and a boat when appropriate, from a race, or the remaining races of a series or the entire series, or by taking other action within its jurisdiction.
- (c) The protest committee shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the boat owner.
- (d) If the competitor has left the venue and cannot be notified or fails to attend the hearing, the protest committee shall collect all available evidence and, when the allegation seems justified, make a report to the relevant national authorities.
- (e) When the protest committee has left the event and a report alleging misconduct is received, the race committee or organizing authority may appoint a new protest committee to proceed under this rule.



Myanmar Yachting Federation

Obstruction :

An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her, give her *room* or, if rule 21 applies, avoid her.

Overlap See Clear Astern and Clear Ahead; Overlap

Party :

A *party* to a hearing: a protester; a protestee; a boat requesting redress; a boat or a competitor that may be penalized under rule 69.1; a race committee in a hearing under rule 62.1 (a) .

Postpone :

A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

Proper Course :

A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Protest :

An allegation made under rule 61.2 by a boat, the race committee or a protest committee that a boat has broken a *rule*.

Racing :

A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room :

The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way.



Myanmar Yachting Federation

Rule :

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, Preambles and the Rules of Relevant Appendices, but not Titles;
- (b) The prescriptions of the national authority, unless the sailing instructions state that they do not apply ;
- (c) The class rules, or the rules of the handicapping or rating system, expect any that conflict with the rules in this book;
- (d) The notice of race;
- (e) The sailing instructions; and
- (f) Any other documents that govern the event.

Start :

A boat *starts* when after her starting signal any part of her hull, crew or equipment first crosses the starting line and she has complied with rule 29.1 and rule 30.1 if it applies.

Tack, Starboard or Port :

A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

Two-Length Zone :

The area around a *mark* or *obstruction* within a distance of two hull lengths of the boat nearer to it.

Tacking & Gybing :

A yacht is tacking from the moment she is beyond head to wind until she has borne away to a close-hauled course.

A yacht begins to gybe at the moment when with the wind aft, the foot of her mainsail crosses her center line, and completes the gybe when the mainsail has filled on the other tack.

Postponement :

A postponed race is one that is not started as its scheduled time and that can be sailed at any time the race committee may decide.

Proper Course :

A proper course is any course that a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to finish as quickly as possible. There is no proper course before the starting signal.



Rules for your Safety

1. You must be able to swim at least 100 m

An important safety precaution for yourself and others is to pass a swimming test in your club upon completing this sailing course and before your first training session on the water.

2. You must always wear a buoyancy aid

The buoyancy aid must be tested once a year. The correct method of testing is as follows:

Stuff the buoyancy aid like a "doll". Use old towels, for instance. Put it all in water (tub or bath). After 24 hours take the buoyancy aid out, and try to wring water out of it. If you can, the buoyancy aid has become absorbent and must be discarded. Older buoyancy aids with separate buoyancy compartments should also be tested. Some of the compartments go flat with age, others puncture; these ought to be thrown away too.

3. The dinghy must only be sailed by one person

The Optimist training technique requires that you sail the boat yourself, single-handed from the outset. In training situations, exceptions may be made. A beginner may feel very happy and secure if a competent Optimist Sailor is with him once or twice. But do remember, - it is only when the instructor has given his permission.

4. Where and when you may sail

These rules apply locally. At Yangon Sailing Club, there are certain restrictions regarding off-limit areas. There are also time limitations which may vary from time to time.

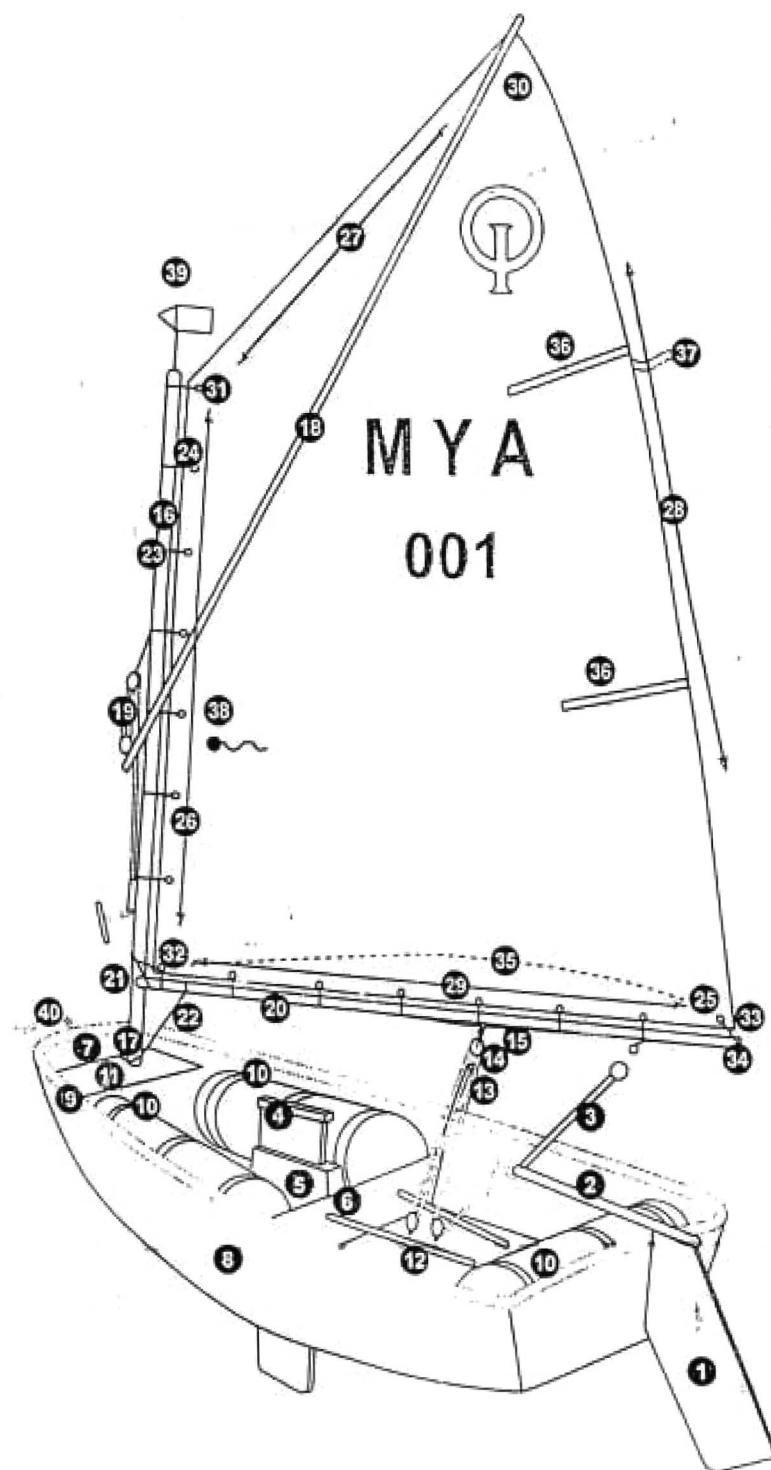
5. If you capsize - stay with the dinghy

If you remember this rule, it is much easier for your instructor and others to help you and your dinghy.



PARTS OF THE BOAT (OPTIMIST)

Boat & Sail (Details)

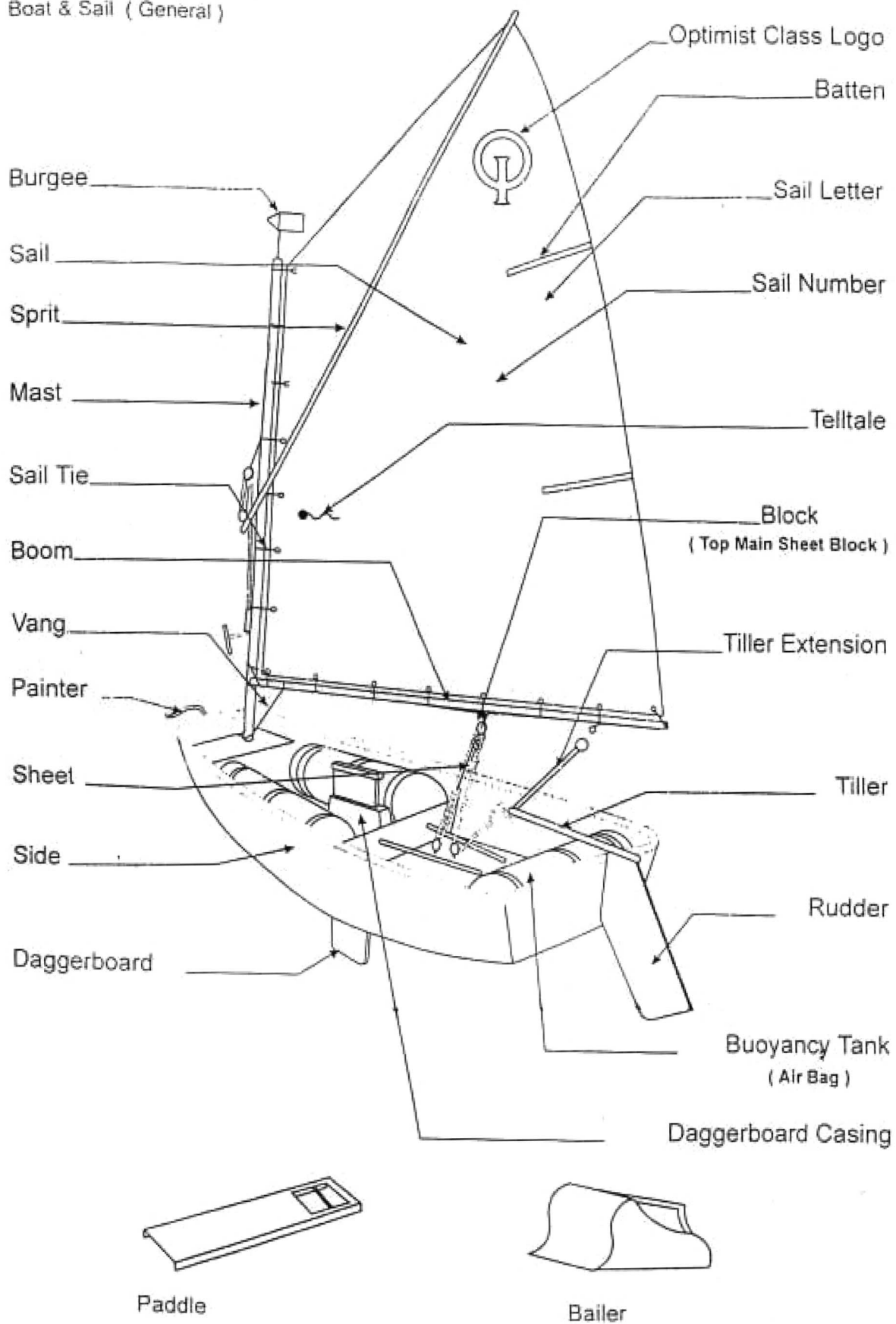


1	Rudder
2	Tiller
3	Tiller Extension
4	Daggerboard
5	Daggerboard Case
6	Bulkhead
7	Bow Transom
8	Side
9	Gunwale
10	Buoyancy Bags (Air Bags)
11	Mast Thwart
12	Toestraps
13	Mainsheet
14	Top Mainsheet Block
15	Mainsheet Span
16	Mast
17	Mast Secure Line
18	Sprit
19	Sprit Tackle
20	Boom
21	Boom Jaws
22	Vang
23	Sail Tie
24	Eyelet
25	Crinkle
26	Luff
27	Head
28	Leech
29	Foot
30	Peak
31	Throat
32	Tack
33	Clew
34	Outhaul
35	Foot or Shelf Seam
36	Batten
37	Leech Teltale
38	Telltails
39	Burgee
40	Painter

Myanmar Yachting Federation

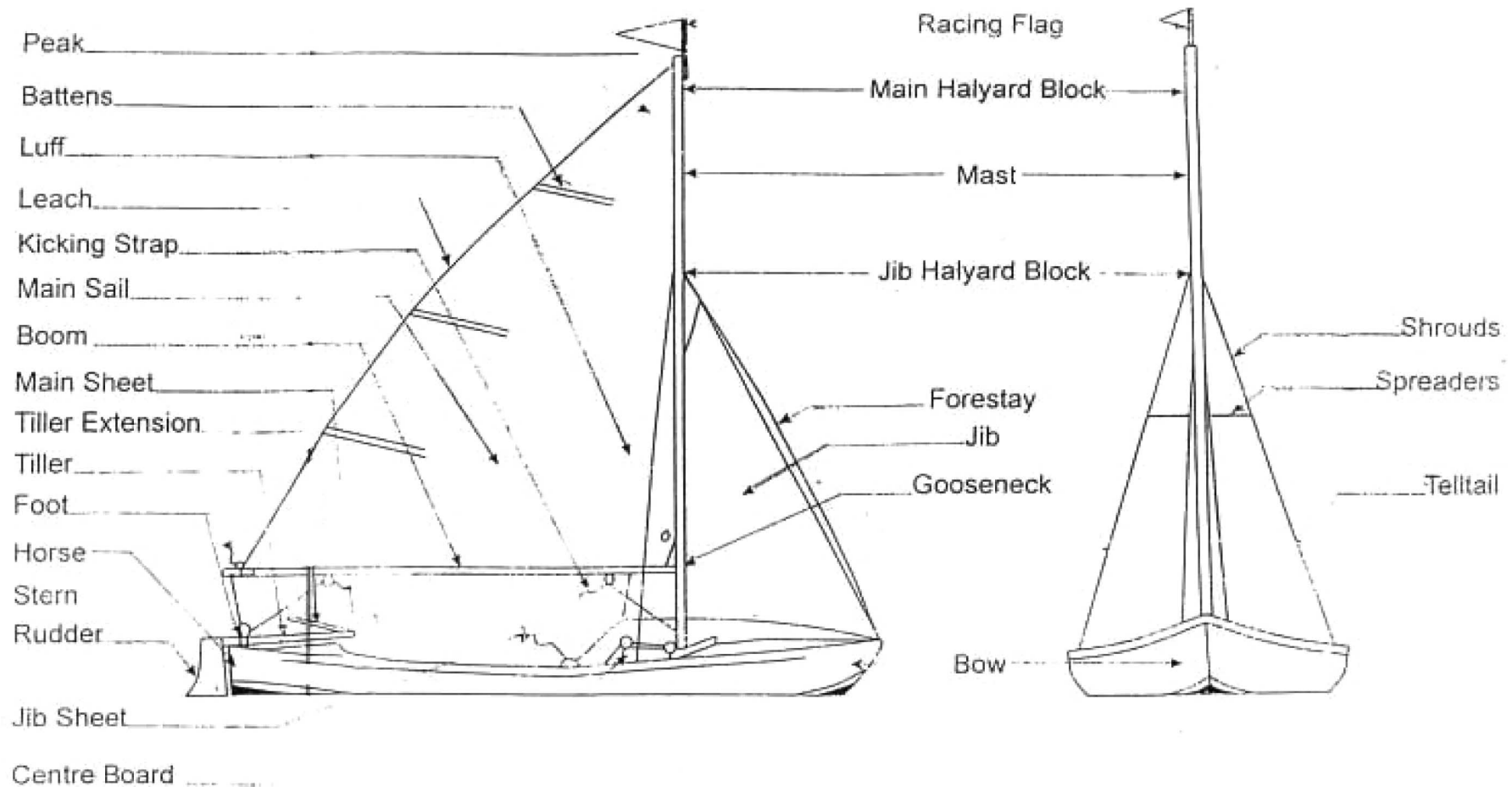
PARTS OF THE BOAT (OPTIMIST)

Boat & Sail (General)



Myanmar Yachting Federation

PARTS OF THE BOAT (14FT SHARPIE DINGHY)



Myanmar Yachting Federation

Points of Sailing

As part of the Points of Sailing, the following scale known as Beaufort Scale can be used as reference in estimating the wind condition.

Force	Designation	Speed		Effect of the Wind	
		(knots)	(km/hr)	Onshore	Offshore
0	Calm	0-1	0	Smoke rises vertically	Sea like a mirror, sail won't fill, boat don't move
1	Light Air	1-3	1-5	Smoke shows wind direction, flags just fit	Ripples on the water, sails barely fill, boats move slowly
2	Light Breeze	4-6	6-11	Wind is felt on the face, leaves start to move	Small wavelets, sail fill, boats go more quickly
3	Gentle Breeze	7-10	12-19	Leaves ahake, flags fly freely	Small waves, boat start heeling, helms sit on the gunwale
4	Modrate Breeze	11-16	20-28	Dust starts rising, branches shake, smoke at an angle	Medium waves, boat heel more, helms sit out when beating
5	Fresh Breeze	17-21	29-38	Bushes heel over, flag slap	Longer higher waves, spray, reduce or de-power sails
6	Strong Breeze	22-27	39-49	Bigger trees move, phone wires whistle	Lines of foam, less experienced helms, stay ashore

Note: The above Beaufort Scale can go up to Force 12.



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1. NATURAL ELEMENTS AROUND YOU

Wind

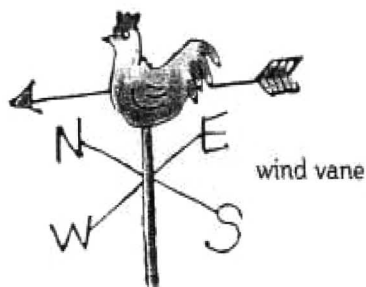
Wind is moving air.

Why does air move?

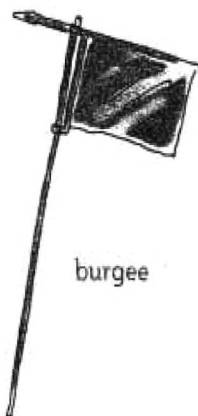
When there are two areas with different air pressures, air will move from the area with high pressure to the area of low pressure, until the air pressure at both places are equalised. This moving air is called wind.

Wind is described in two main ways:

Its direction and speed.

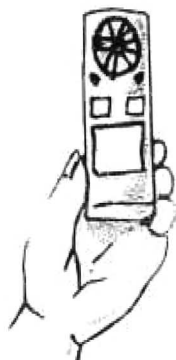


wind vane



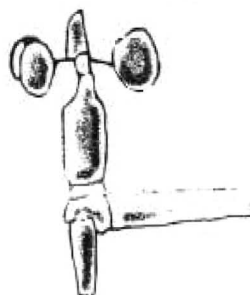
burgee

We can detect the direction of the wind by feeling it on our skin. We can also use instruments like a burgee or a wind vane.

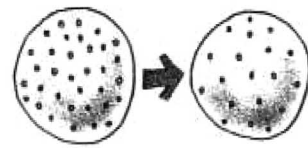


anemometer

Anemometer
at a weather station



We can measure the wind speed by using an anemometer.



High Air
Pressure
Area where
there are lots
of molecules.

Low Air
Pressure
Area which
has fewer air
molecules.

Try it on your own!

Go outside on a windy day and try to point where the wind is coming from.

Next, get a plastic bag to "catch the wind". See the energy of the wind that makes the plastic bag move.

Weather

Bad weather

- Remember! Do not go outdoors if there is a thunderstorm.
- If you are out there and a storm comes, your coach will get everyone to return to shore.

We need good weather for sailing and other outdoor activities. Sometimes weather can be:

Sunny



Cloudy



Rainy



Sunny and cloudy days are good for sailing! Protect yourself by wearing sunglasses and applying sunblock.

It is dangerous to go out sailing in a thunderstorm because of possible strong wind and lightning! Also, there is normally no wind after rain.

Weather forecast using the internet

Check the weather forecast on the internet! Go to the National Environment Agency website.

Weather forecast using clouds!

Clouds can tell us what kind of weather we will experience.



Cirrus



Cumulus

If you see wispy cirrus or cotton wool-like cumulus clouds, the weather is going to be fine.



Nimbus

If you see grey, low clouds - Nimbus clouds - it will drizzle or rain.



Cumulo nimbus

If you see a high column of cloud which becomes very dark - cumulo-nimbus clouds - a thunderstorm is coming.

2. TAKING CARE OF YOURSELF WHEN SAILING

When in the outdoors, there are many things that can hurt our bodies. The sun's rays (called ultraviolet rays) can "burn" our skin, and our bodies can lose water. Here are some ways you can take care of your body:

Wear sunglasses to protect your eyes.

Wear a cap to protect your head.

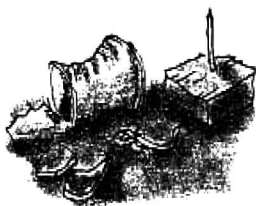
Apply sunblock and lip balm before going out.

Wear gloves to prevent blisters or rope burn.

Wear long sleeves (T-shirt or a rash guard) to prevent your arms from becoming sunburned.

Always wear a life jacket when sailing. This keeps you afloat if you fall into the water. Fasten all the zips and buckles and make sure that it is not too loose.

Wear booties to protect your feet from sharp objects on the beach.

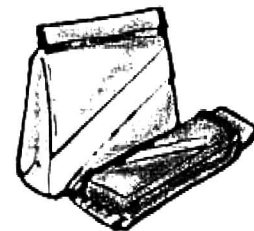


Do not remove your booties until you are washing up in the boat park.

Our body needs water and food to keep us going.



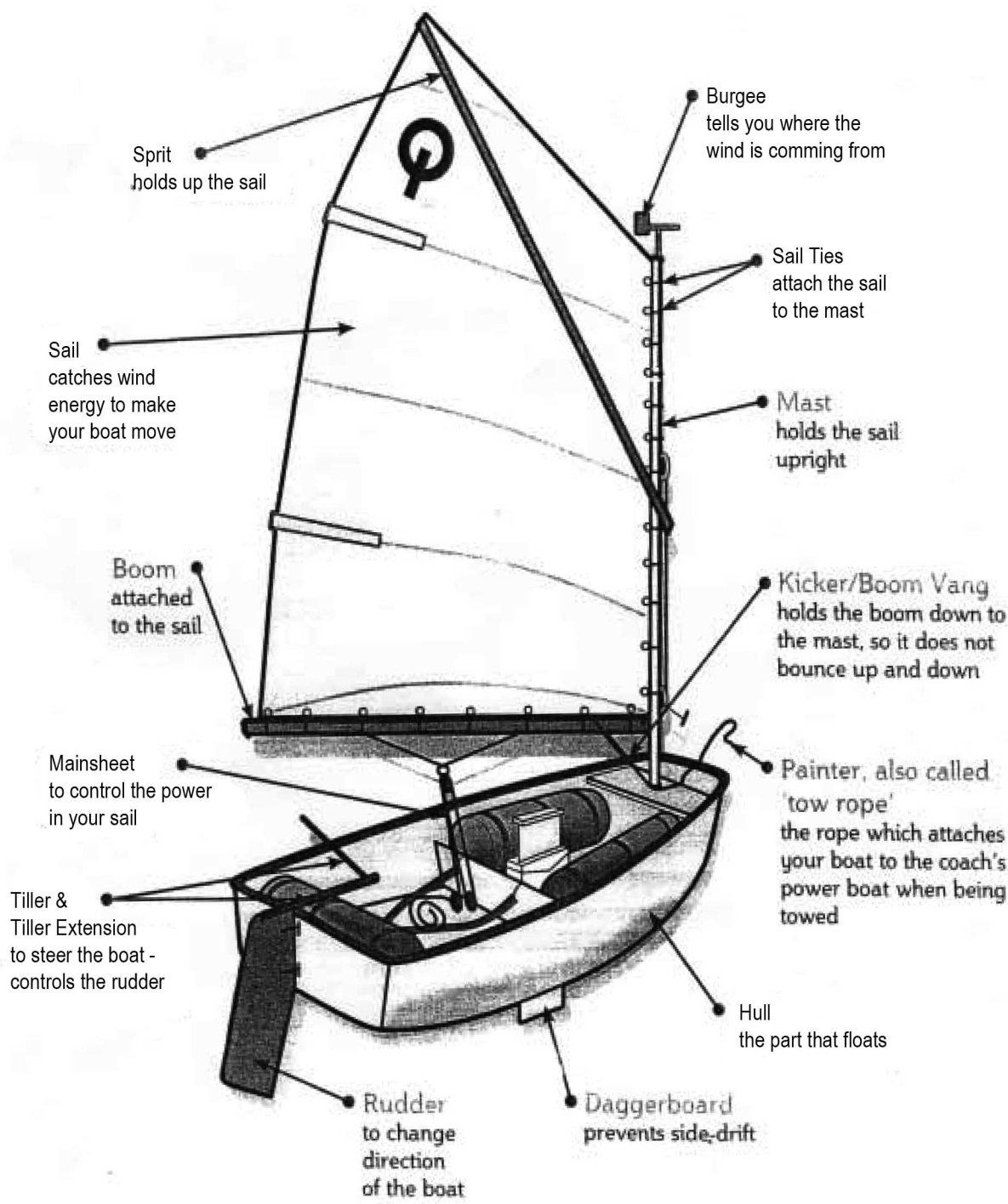
Drink lots of water.



Eat some snacks before or after sailing

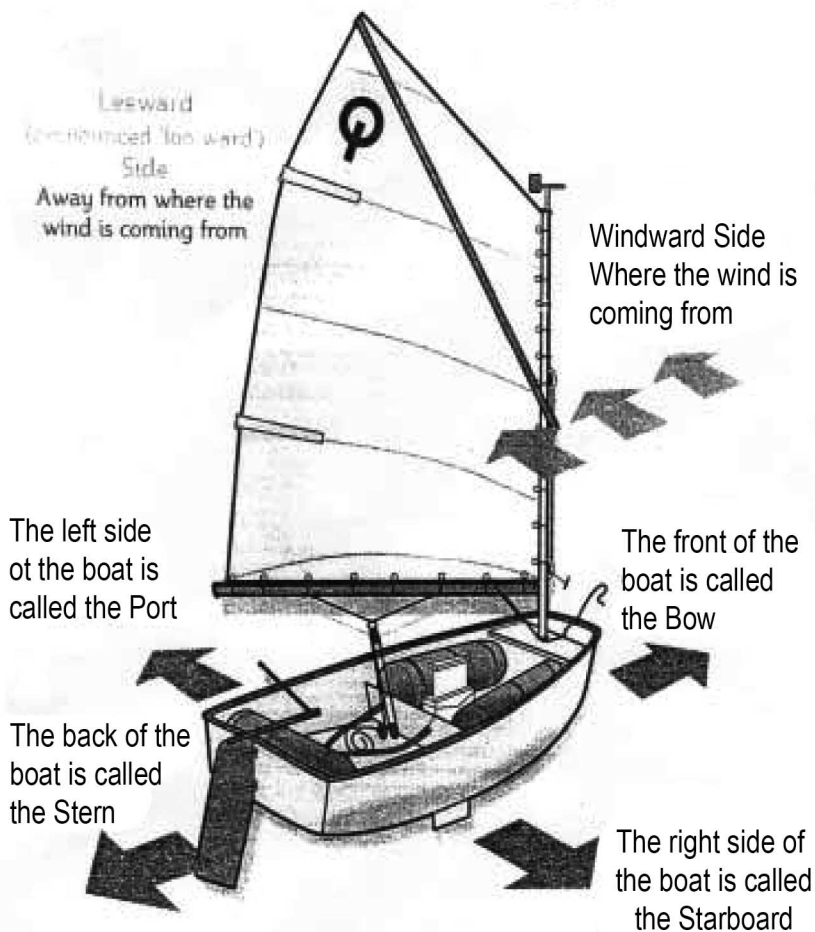
3. MORE ABOUT YOUR BOAT

Boat Parts And Functions



Sailing Terms

In sailing, sailors seem to have their own 'language'!



Sheet in
Pulling in the mainsheet

Ease Out
Letting out the mainsheet

When the sail is flapping



Turn the boat away from the wind

Turn the boat towards the wind

Do you speak 'Sailing'?

A

What is the right side of the boat called?

B

What does 'point' mean?

C

What is the port side of the boat?

D

What do you call the side of the boat where the wind is coming from?

Answers:

Starboard

Turn the boat towards the wind

Left side

Windward

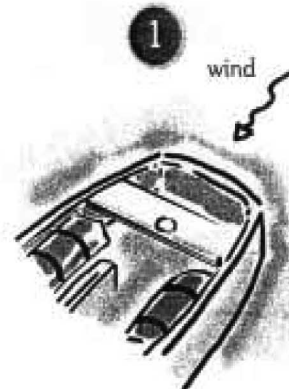
Remember!

Here are some things kids tend to forget. Make sure you remember!

- Point the bow of the boat into the wind
- Secure the bailer

How To Rig A Boat?

These are the 8 basic steps to rig your sailboat.



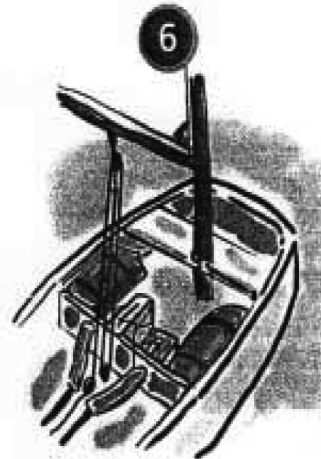
Point the bow of the boat into the wind.

Which step first?

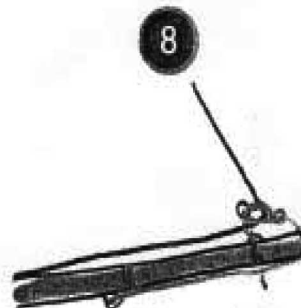
The order that you carry these steps out may vary slightly according to your preference or your coach's instructions.



Tighten the kicker.



Move the boom until it is nearly at right angles (90 degrees) to the boat. Tie a figure-of-8 knot at that point on the mainsheet.



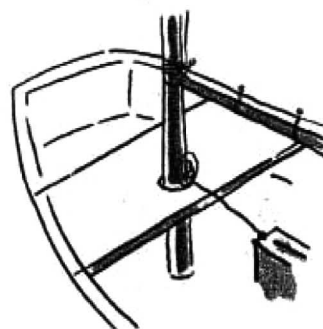
If the wind is strong, tighten the outhaul.

2



Collect the sail with mast and boom and mainsheet.

3



Place the mast through the hole into the mast step. Secure it with the mast tie-down rope.

5



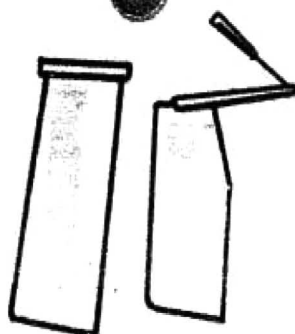
Thread the mainsheet through the blocks (pulleys).

4



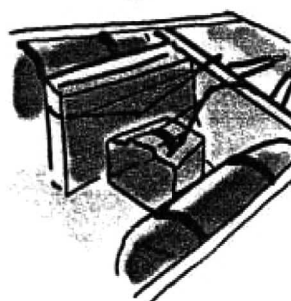
Tighten the sprit to remove the creases on the sail.

9



Collect the rudder and daggerboard and place them into the boat. Do not attach the rudder or place the daggerboard into the casing until you have launched.

10



Secure the bailer.

Knots To Know

Our sailboats are controlled by rope and knots are very important! Here are some sailing knots you should know:

These knots can be used in our everyday life too!

Knotty Quiz

A

Which knot would you use to tie the 2 ends of a bandage?



B

Which knot would you use to stop the rope from slipping through a block on the sail boat?



C

Which knot would you use to secure a line for laundry if you go camping?

Answers:

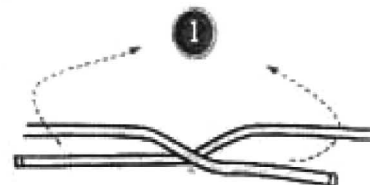
- A. Reef knot (it is flat, so it will not hurt the shoulder)
B. Figure-of-8 knot
C. Reef knot (can be easily removed)

Reef Knot

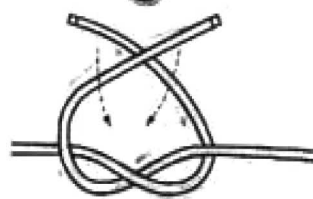
Joining ropes of the same thickness

Uses

- Light-duty tying, e.g. bandage.
- For joining 2 ropes of equal thickness together.



2



3



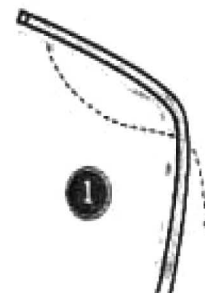
4



Figure-of-Eight Knot: A secure stopper knot

Uses:

- To stop a rope from slipping through a block or cleat.
- For securing a rope to a harness in climbing.



1

3



4

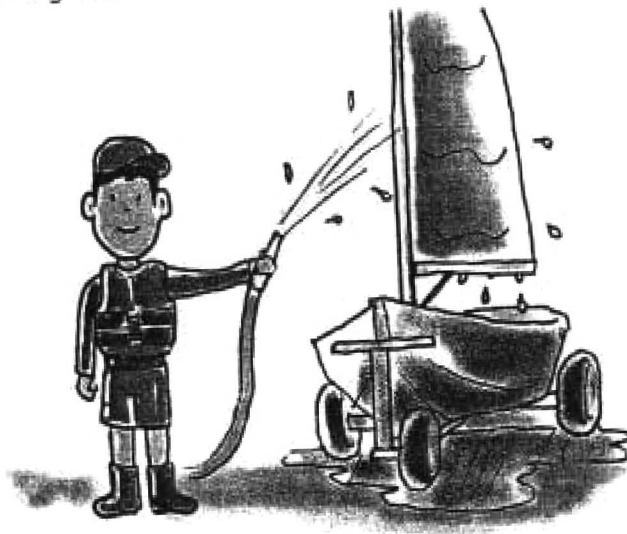


2



Wash And De-rig Your Boat After Sailing

- Wash your sail and leave it to dry.
- Detach the rudder, remove the daggerboard from its casing and wash them.
- Unthread the mainsheet and wash it.
- Wash away all the sand on your boat.
- Once the sail is dry, loosen the kicker; untie the mast tie; lift out the sail and keep it on the rack.
- Finally, wash your personal equipment, life jacket, booties, and gloves.



Care for the environment!

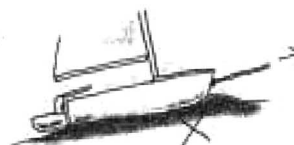
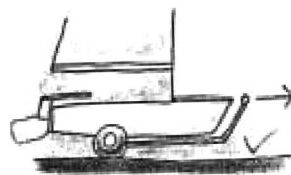
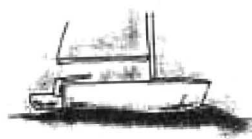
Water is precious! Do not waste it by taking too long to wash or leaving the water running when nobody is using the hose.

Ensure equipment are clean and dry before keeping them!

Boat Care

Here is how you can care for your boat:

- Carry your boats carefully; do not drop the boat on the ground. This may cause cracks
- Do not stand in your boat when it is on the trolley
- Avoid colliding into boats or structures in the sea
- Do not drag your boat up the shore



Care for your equipment and they will serve you well!



4. SAFETY WHEN SAILING

When do you not launch off? (tick)

- ☐ When your boat has a crack
- ☐ When there is sunny weather
- ☐ When your buoyancy bags are not filled
- ☐ When there is a storm coming
- ☐ When there are too many boats on the water
- ☐ When you forgot to bring a bailer
- ☐ When you feel ill

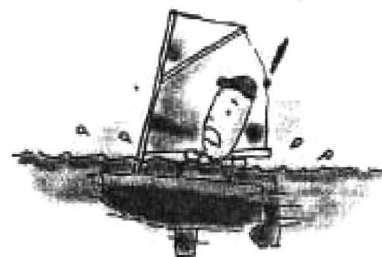
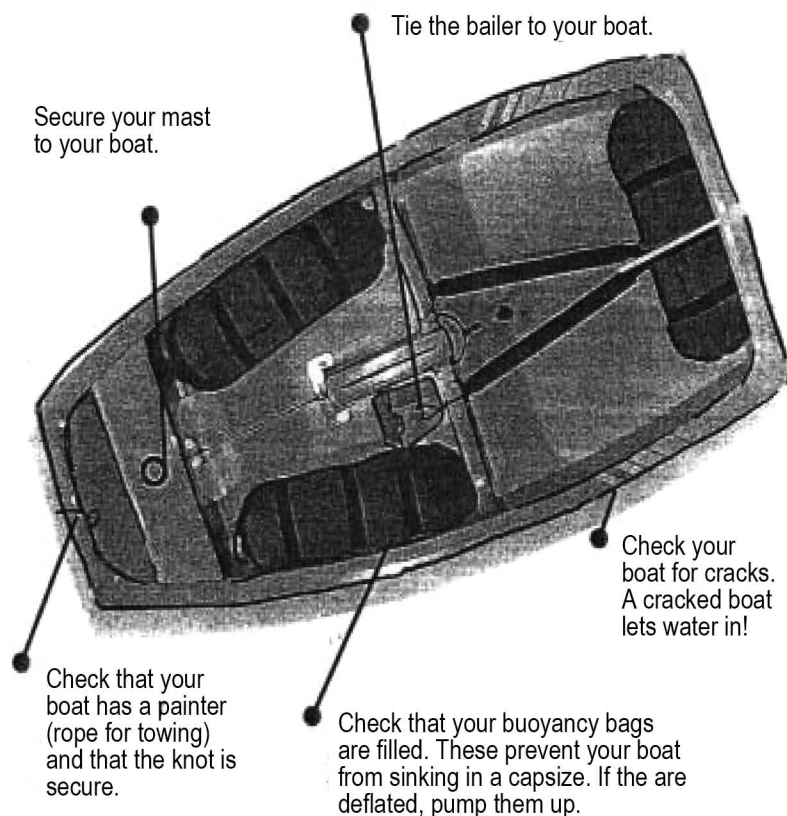
Always remember to be safe!



Check Your Boat

Always check your boat before launching:

- That you have ALL your equipment.
- That the equipment and boat are not damaged and are in good working order.
- The equipment is secured to your boat, so you do not lose them if you capsize.



Be Alert!

Life jacket

Always wear your life jacket when sailing.
Do not take it off.



Life jacket

Weather

Be alert about changing weather conditions!

When you see rain clouds start to gather in the sky:

- Listen out for the lightning siren.
- Follow the instructions of your coaches. You should be heading back to land as soon as possible!



Avoid collisions!

- When sailing, always look in front at where you are going and to the sides.
- Be alert and look out for other boats or structures like a jetty or slipway. Do not sail too near them.
- Avoid a collision at all cost, even if you have the right of way.

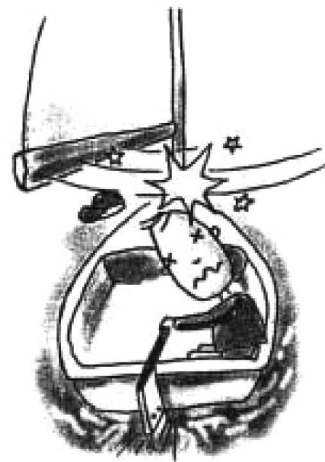
Be careful of the boom!

Be alert to lower your head when the boom swings!

Stay with your capsized boat!

If you capsize and cannot upright your boat, stay with your capsized boat – do not swim away.

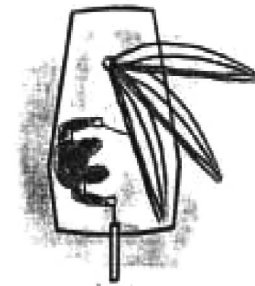
Be alert for the
swinging boom!



Five Essentials Of Sailing

Sail Trim

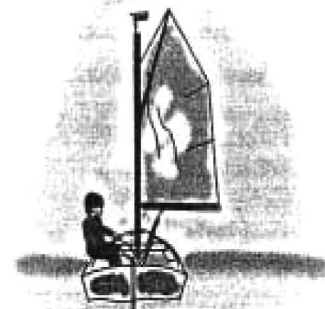
- It is setting your sail at the correct position.
- Each point of sail has a particular angle that the sail needs to be so that you are at the 'best speed'.
- How to 'find' this angle? Ease off the sail until it is luffing (flapping). Sheet in until the luffing stops.



sail trim

Boat Balance

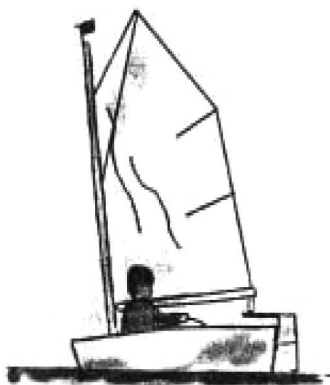
- Keep the boat upright, not heeled (tilted) to the right or left.
- If you cannot keep the boat balanced, it could overbalance and capsize.
- How?
 - › Sit on the windward side of the boat (opposite the sail).
 - › Hike out - lean out of the boat to counter balance the force. Sailboats have toe-straps for sailors to hold onto the boat with their feet when they hike out!



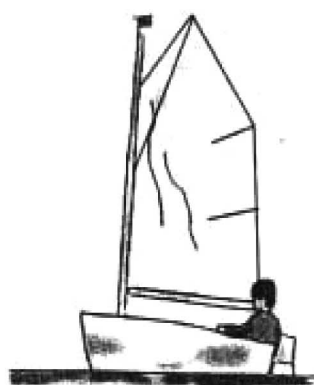
boat balance

Boat Trim

Sit near the middle of the boat so that the bow is not digging into the water nor with the stern pressed down and making bubbles.



bow dipping



stern dipping

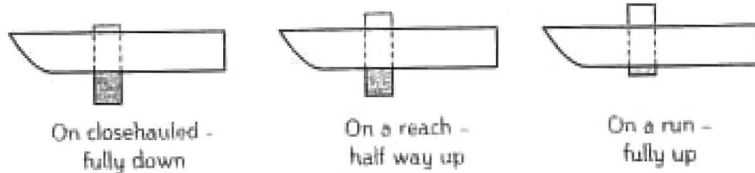
Tilting of the boat during some points of sail is natural!

Tilting of the boat during some points of sail is natural. You could sit, kneel, crouch or even stand in your boat!

Remember!

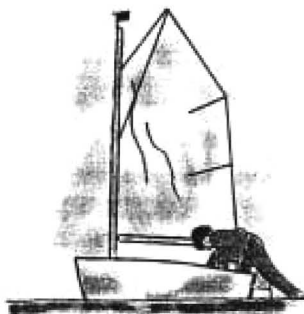
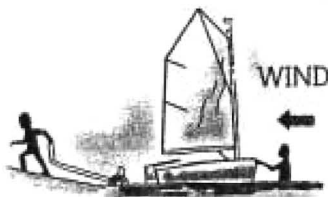
When sailing, always look in front at where you are going and to the sides!

The daggerboard prevents the sailboat from drifting sideways. Each point of sail has a different adjustment for the daggerboard:



Course Sailor

- Try to take the shortest route between two points.
- You have to adjust your course direction when other elements like current, other sailors or obstructions are affecting your planned course.

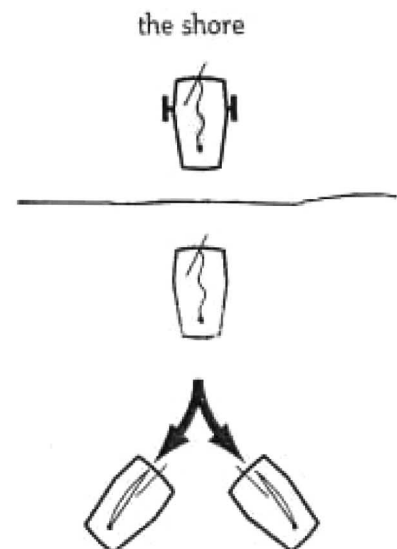


Remember!

Always climb in from the windward side and sit on that side!

How To Launch The Boat?

1. Check the wind direction.
2. Hold the bow to the wind. Work in pairs. One partner holds both boats, while the other partner pulls the trolleys up the beach.
3. Attach the rudder.
4. Climb into the boat on the windward side (opposite of the sail).
5. Slip the daggerboard into the casing.
6. Hold onto the tiller/tiller extension.
7. Sheet in. The wind will fill the sail and your sailboat will move off.



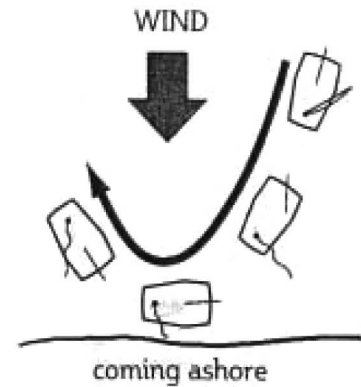
How To Return To Shore?

When the wind is offshore (blowing from the land towards the water)

1. Go back to shore on a run.
2. As you get near the shore, ease off the sail. Sail into beam reach direction. Ease off the sail until it is luffing (to slow down). Ease it earlier if the winds are strong.
3. Lift the daggerboard and rudder up as you are near the shallow water.
4. Point your boat into the wind.
5. Get off the boat on the windward side and hold the bow to wind.
6. Detach the rudder before you place the boat on the trolley.
7. Slide the boat onto the trolley, secure it with the painter and bring it up the beach.

When the wind is offshore (blowing from the land towards the water)

1. Approach the shore on a close haul.
2. As you get near the shore, ease off the sail. Sail into beam reach direction. Ease off the sail until it is luffing (to slow down). Ease it earlier if the winds are strong.
3. Lift the daggerboard and rudder up as you are near the shallow water.
4. Point your boat into the wind (go into irons).
5. Get off the boat on the windward side and hold the bow to the wind.



Remember!

Lift your daggerboard and rudder! Otherwise they may hit the bottom and get damaged!

Always get off on the windward side!



Remember!

Do not panic!

If you cannot upright your boat, just stay with your boat! Help is coming.

Some kids are not strong enough to climb back into the boat. Build up your muscles and practice getting out of the water at the swimming pool!

Some kids are terrified of capsizing. Practice the capsize drill!

Capsizing is nothing to be terrified about!

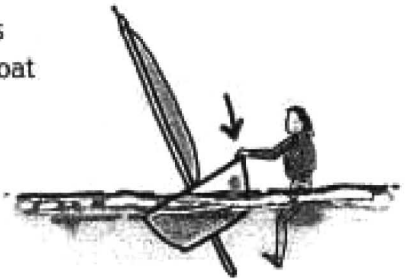
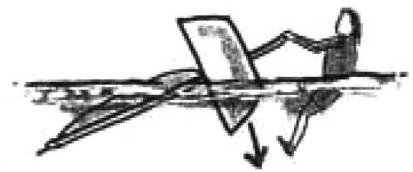
There are no sea or water creatures waiting to eat you up, nor will sea water cause you to catch germs and fall ill.

What To Do If I Capsize?

Capsizing is a natural part of sailing. A boat capsizes if you cannot balance it in time, especially when the wind is strong.

What to do?

1. For a capsize drill, check that the daggerboard is down and mainsheet is loose. Fall into the water with the boat. Do not jump into the water.
2. Swim around the boat (towards the stern) to the daggerboard.
3. Hold the daggerboard and pull downwards. The boat should start to upright itself. If you are lightweight, use your weight to upright the boat by climbing onto the daggerboard.
4. When the daggerboard touches the water, pull the side of the boat to finish uprighting it.
5. Climb into your boat from the windward side.
6. Bail out the water.

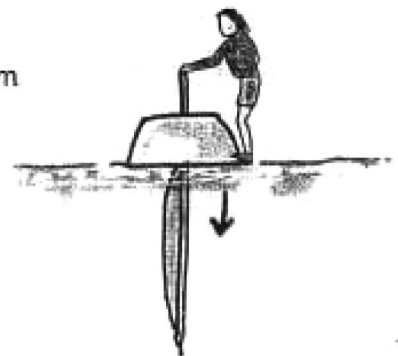


What if you are under the sail?

- Stay calm! Push the sail up to get air.
- Swim under the sail towards the stern.

What if the boat turns turtle?

- Stand on the side of the boat and hold the daggerboard. Lean backwards and the boat shall upright by itself.
- If you are under the boat – stay calm! The boat would have trapped air for you to breathe! Hold your breath and push yourself out from under the boat.
- Carry out the steps above.
- If you cannot upright the boat, stay with your boat and wait for help.



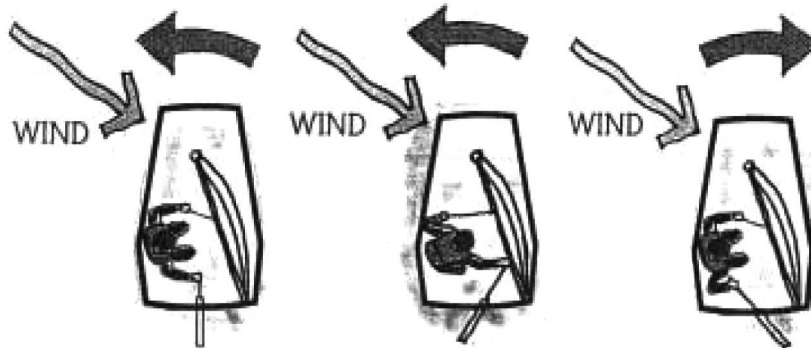
How To Steer The Boat?

To go straight ahead, keep the tiller in the centre.

To turn towards the wind (point), push the tiller away from you.

To turn away from the wind (bear away), pull the tiller towards you.

The tiller is like the steering wheel of a car.



How to hold the tiller?

Hold tiller extension across your body with a spear-like grip.

How to hold the mainsheet?

Grab mainsheet thumb up.

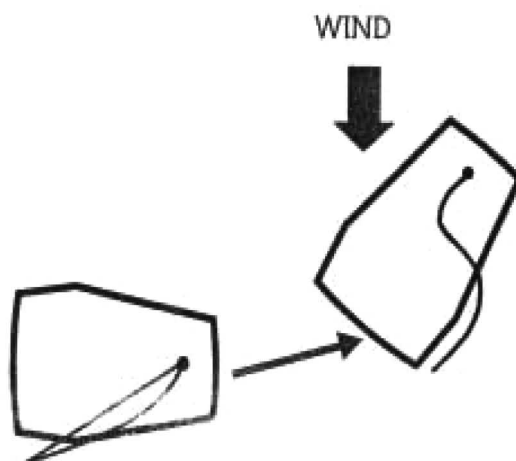
How To Stop The Boat?

Boats have no brakes, so how do you stop?

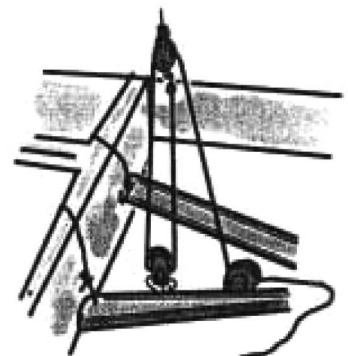
A sailboat is stopped by carrying out a heave to:

- Point the boat towards the wind at an angle between 45° and 90°
- Ease out your mainsheet

Your boat should slow to a stop and the sails will be luffing (flapping).



The mainsheet is like the accelerator of a car!



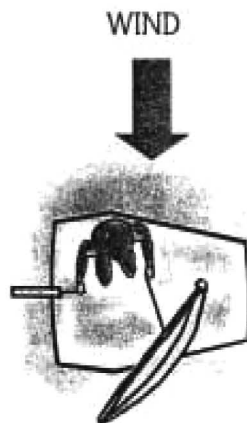
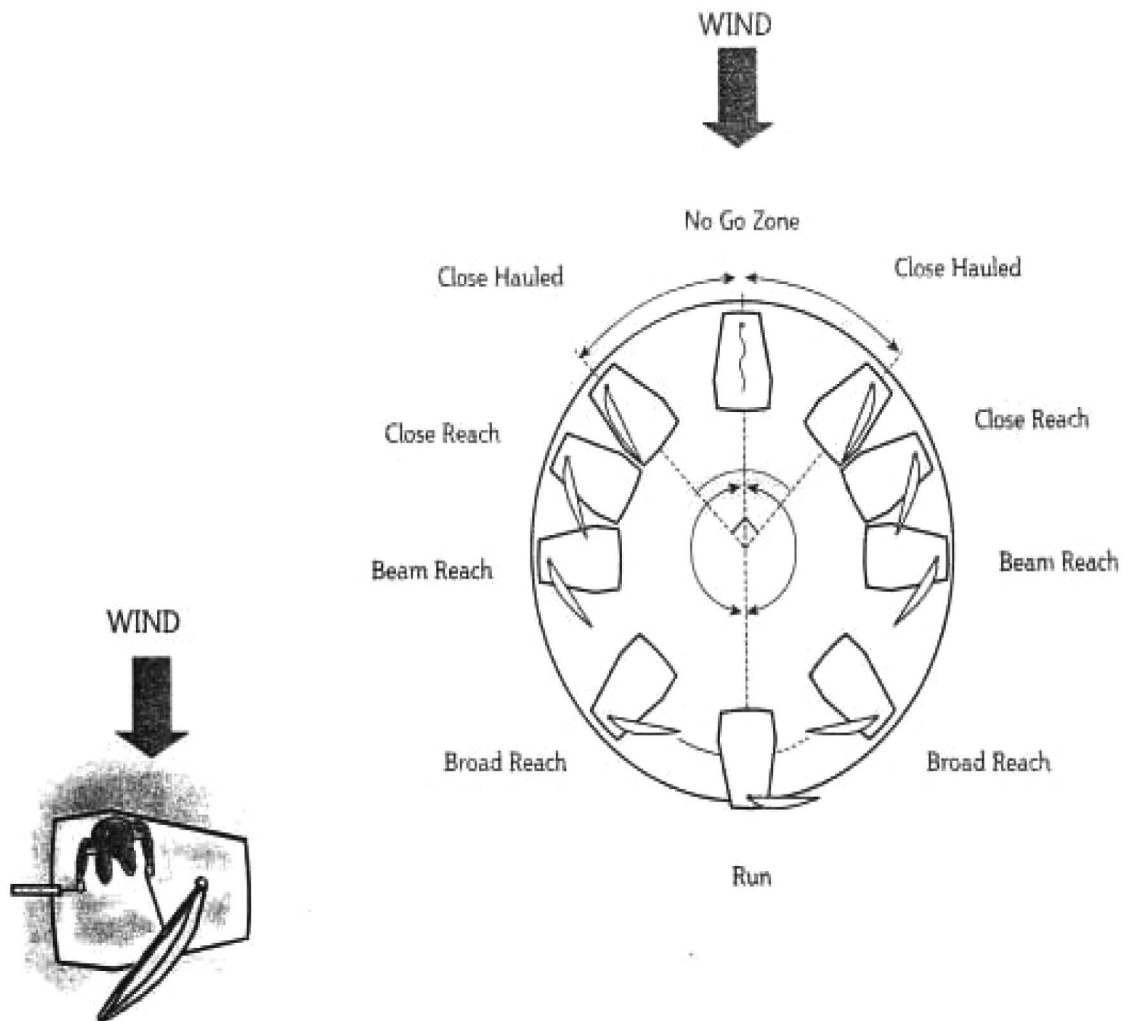
The Beam reach is the fastest point of sail!

How To Sail On A Reach?

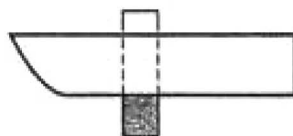
If you are sailing at right angles to the wind (or across the wind), we call this point of sail - a reach. It is the easiest point of sail and the fastest too!

When sailing the (right angles to the wind).

the boat is moving across the wind



Sailing on a reach



Daggerboard halfway up

When sailing on a reach

- The sail should be half way out. First ease out the sail until it is luffing (flapping). Then sheet in until the luffing stops.
- Lift the daggerboard halfway up.
- Centre the tiller (keep it in the centre).

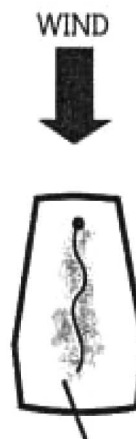
How To Move Off If I Get Into Irons?

If your boat is in irons, which means that it is pointed straight into the wind into the No-go Zone, you will not be able to move. To start the boat from this position:

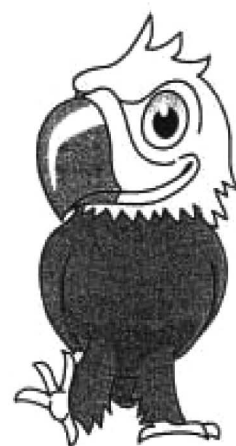
- Pull sail to windward (use the boom).
- When the sail catches wind, sheet in (bear away) and move off.

How to avoid getting into irons?

Check your sail frequently. As soon as the sail starts to flap (luff), bear away until the flapping stops.



Check your
sail often...make
sure it doesn't
flap!

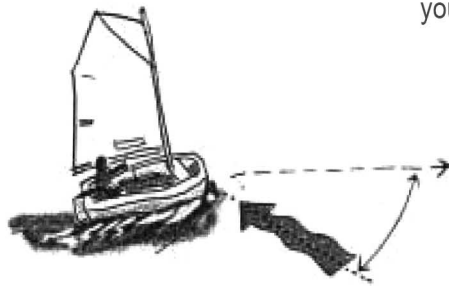


5. LET'S GO SAILING!

The point of sail you will learn is the reach.

Points Of Sail

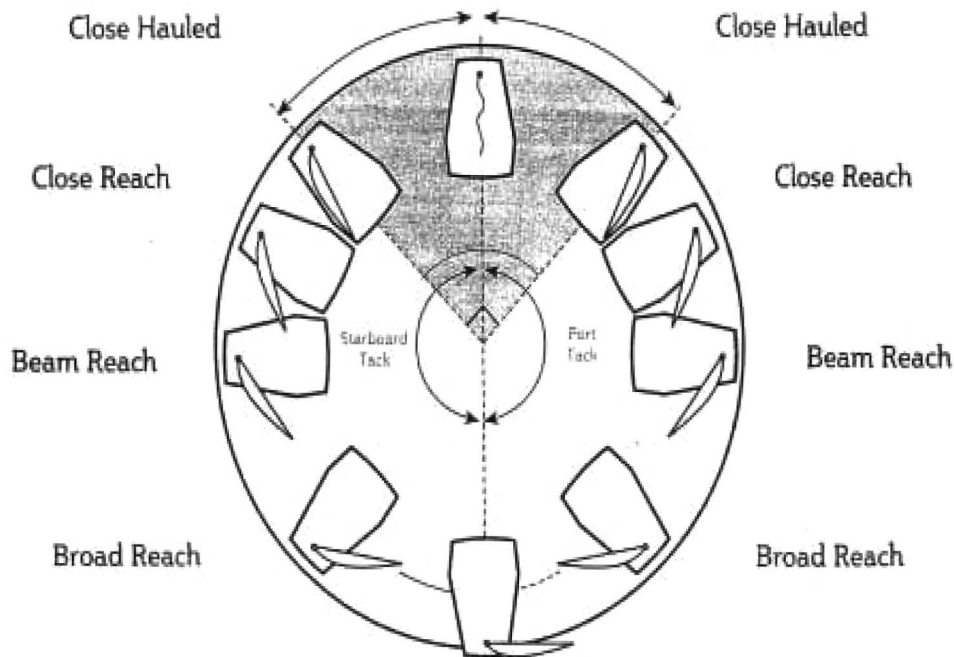
You can sail your boat in many directions in relation to the wind. Each direction has a specific name. We call the direction your boat is in relation to the wind the 'point of sail'.



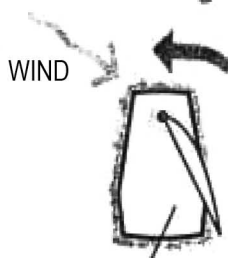
WIND



No Go Zone

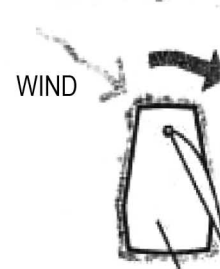


Pointing



Run

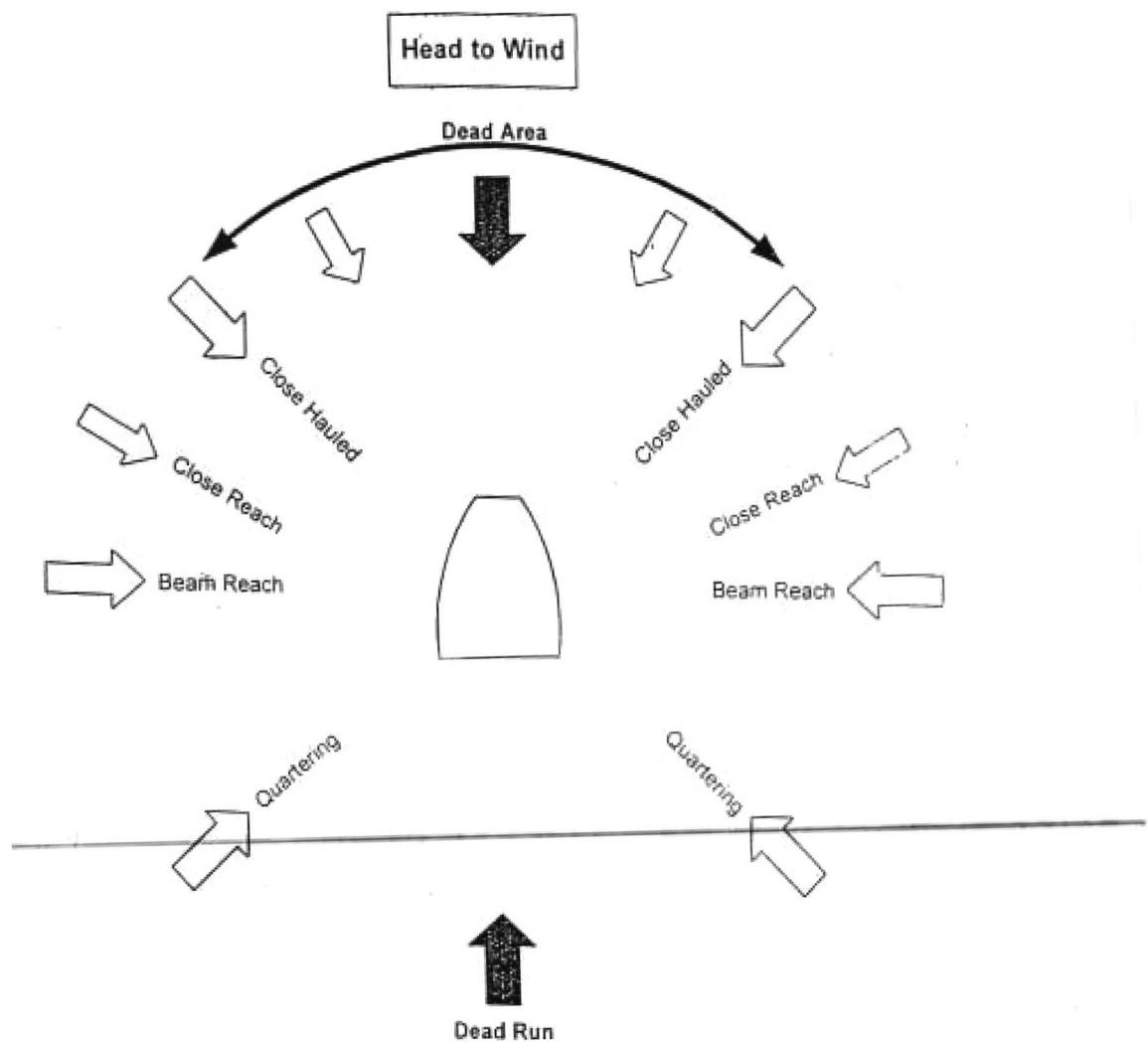
Bearing away



Terms-in Relation to Wind

When you are sailing your Optimist, you are "dependant" on the wind and its direction.

A number of standard terms are used to describe the direction you are sailing in, compared with the direction of the wind :

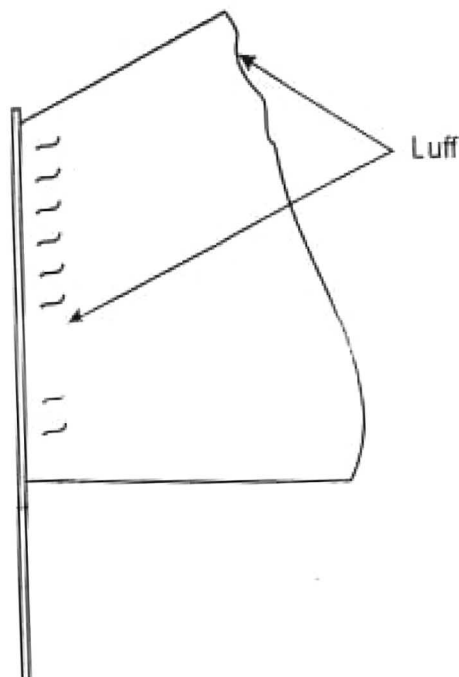


If you sheet-on too much, you will not sail fast, and you will risk capsizing !

You should sheet-on just enough so that the wind fills the sail and the sail stops flapping. The sail fills last at the luff (the part of the sail which is nearest to the mast) and at the top. You will have to look up at the luff and the top of the sail from time to time to check that there is no flapping. Also check that your luff telltales are flowing evenly.

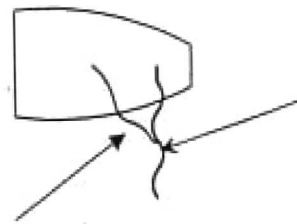
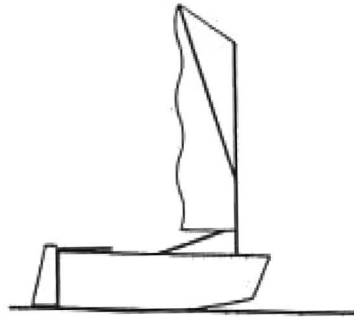
After you have practiced sailing a straight course with the wind abeam, try to luff a little. How do you do this? You turn the bow of your boat so that it points a little closer towards the place where the wind is coming from. At the same time, you pull the sheet in a little.

Next, you should try bearing away. Turn the bow of your boat so that it points a little further away from the place where the wind is coming from. At the same time, you let the sheet out a little.

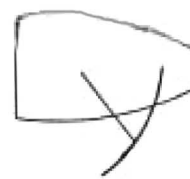


Never fasten the sheet. Never use your mouth & teeth. Hold the sheet in your hand and use it to trim the sail. Hold the tiller in your other hand.

It is easiest to sail when the wind is abeam. You start with your boat facing sideways on to the wind, and the sheet eased right out, so that the sail is flapping (a).



Sheet-on slowly and the wind will gradually fill the sail (b).



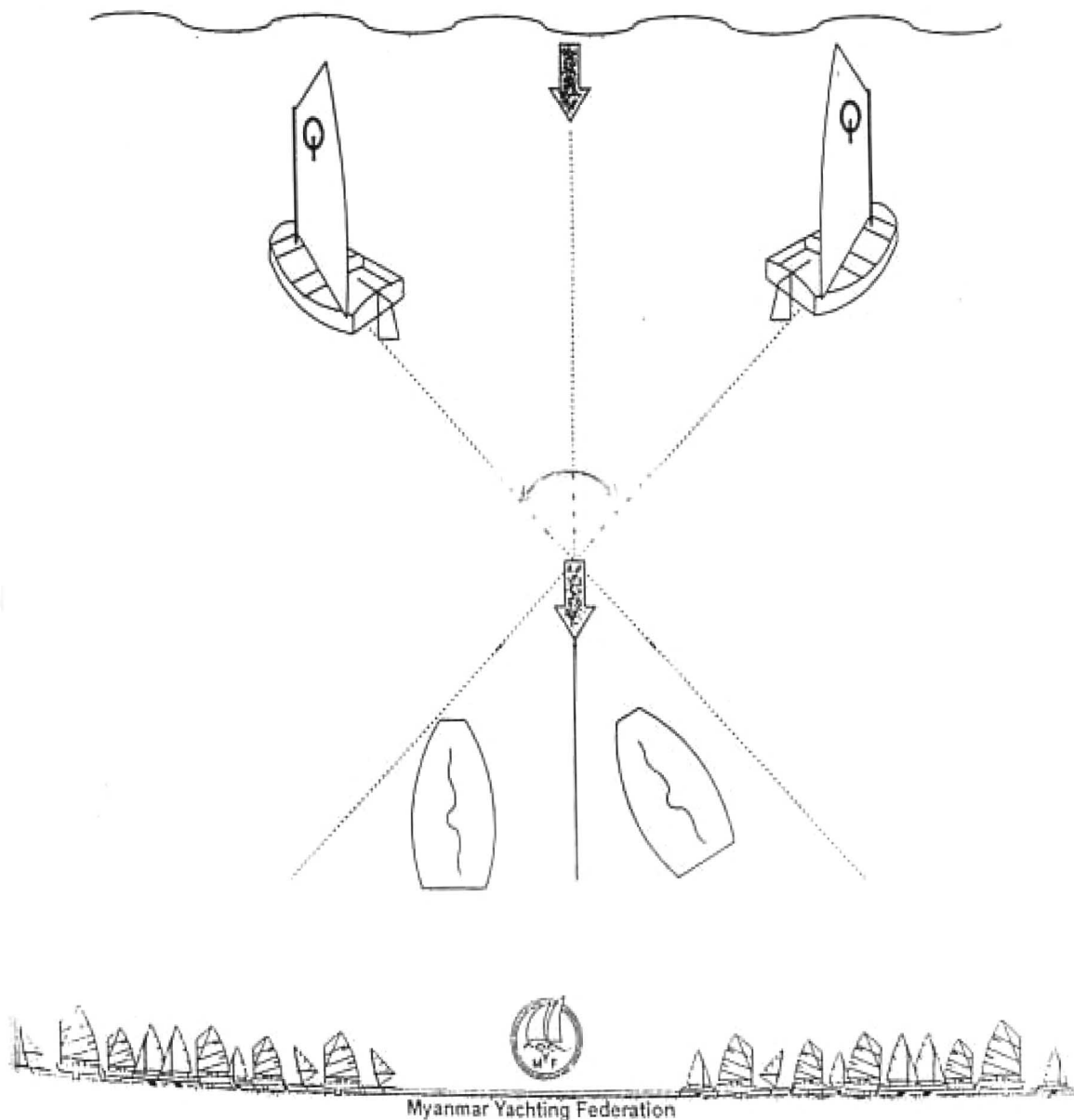
Sailing close-hauled means that you are sailing your boat, as close to the wind as possible.

Sheet-on until the end of the boom is around one corner of the stern transom.

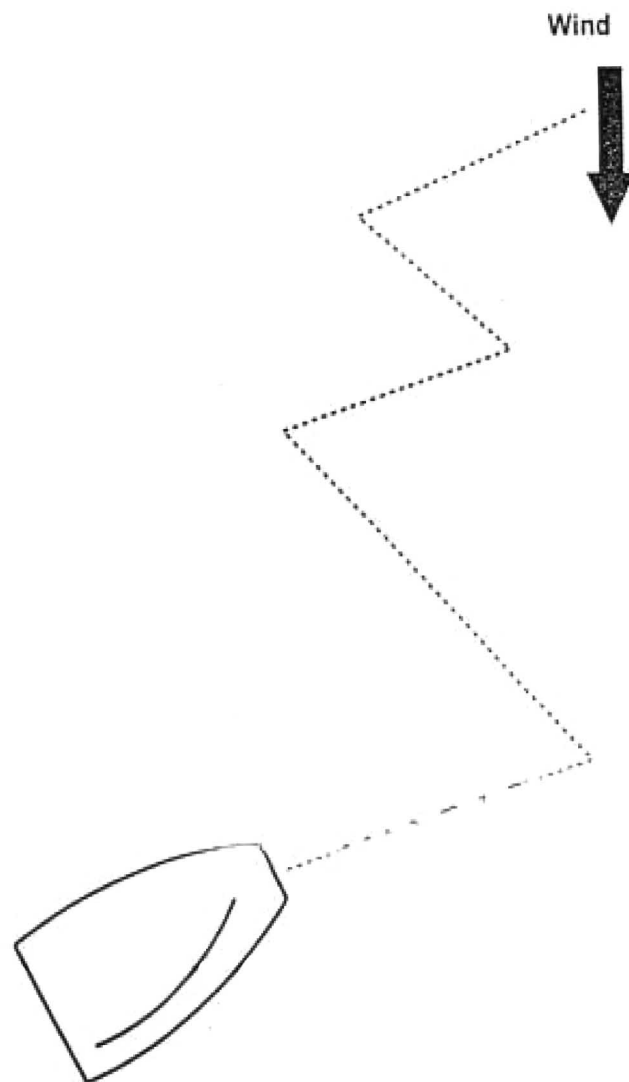
The sail should not flap. If it does, it indicates you are "pinching", that is you have turned the bow of your boat too close towards the place where the wind is coming from.

Sailing close-hauled is quite difficult to learn, but it is fun. If you are sailing close-hauled, alternately on port and starboard tacks, you are "beating to windward": As you can see from the illustration, it is impossible to sail closer than 45 degree to the wind.

If you point your boat too close to the wind - "too high" - the boat loses speed. If that happens pull the tiller towards you a little. Only very small movements of the tiller are needed.

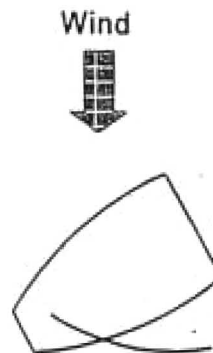


But if you let the sheet out too much, the luff of the sail will start to flap and your boat will slow down; look at the sail and sheet-on again until the sail stops flapping.

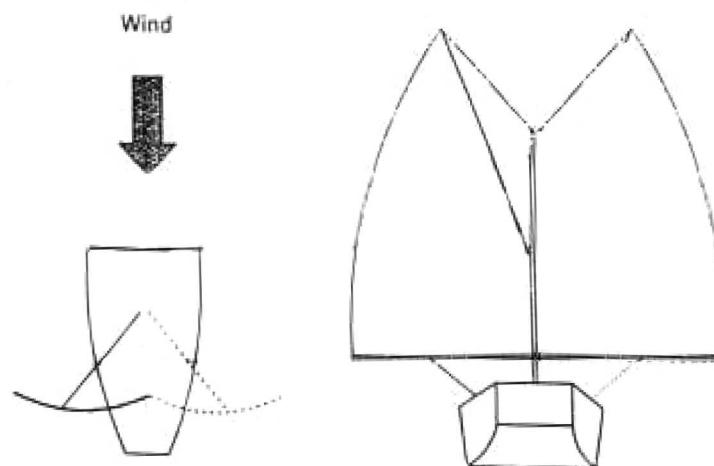


Broad Reach

The wind is coming from the quarter that is from neither the side nor behind but from somewhere in between. On a broad reach you should ease the boom further out than when the wind is abeam.



Running Downwind



The wind is behind you. You are sailing in the same direction as the wind. Your sail should be at a 90 degree angle to the boat side of the boat.

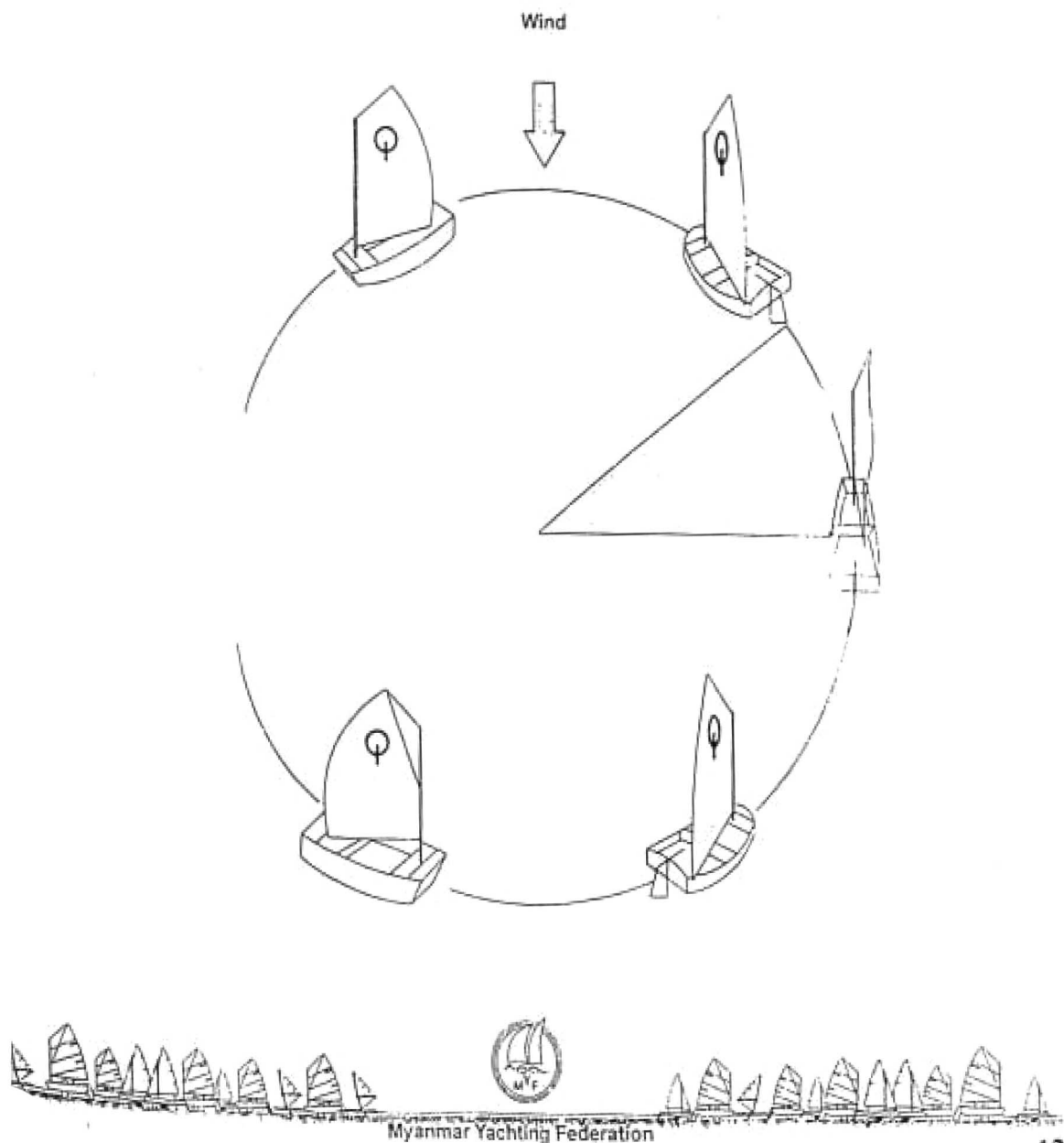


You may switch from one tack to the other by tacking or gybing. Tacking (or) "going about".

Tacking means turning your boat into the wind and keeping it turning until the sail fills on the other tack. Let us explain: Next, you push the tiller gently away from you. The boom swings across to the other side. You move over to the side, which is now opposite the sail and start.

You are on port tack, like boats 1 and 2 in the picture. First, you luff-up into the wind. The sail starts to flap. You move to the middle of the boat (boat 3) in the picture.

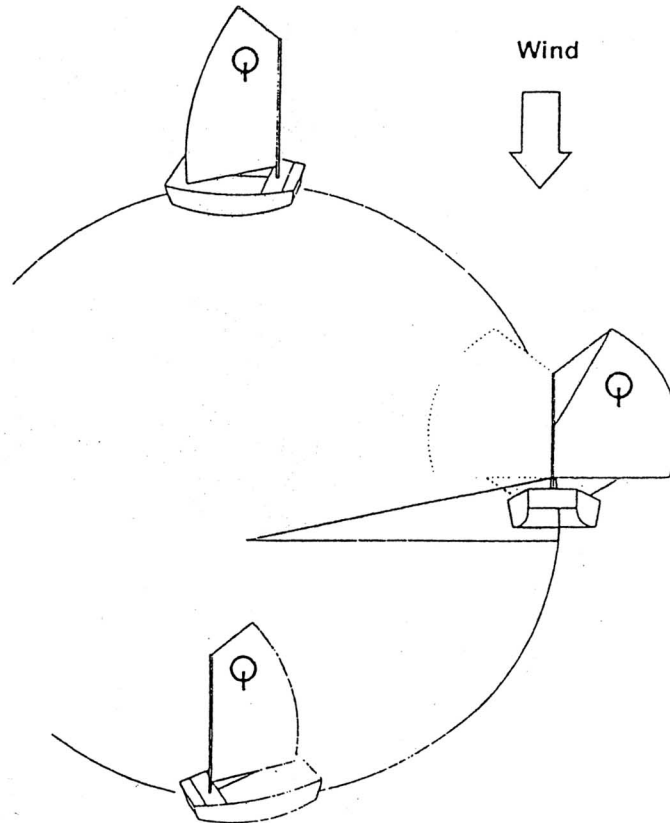
Sailing on your new tack. You can sail a course like boat 4, which is closed-hauled or boat 5, which is on a reach.



Gybing is possible only when your boat is sailing with the wind **aft**. When you gybe, you turn your boat away from the wind. The boom comes across quickly and the sail immediately fills on the new tack.

Let us imagine you are on port tack and the wind is aft of the beam like boat 1 in the picture.

You bear away until you are on a dead run. You raise the daggerboard until it is at least halfway up but not so high up as to get in the way of the boom.



You now pull the three sheet lines connecting the boom to the pulleys on your boat until the boom is close to the center of your boat.

Next, you pull the tiller firmly towards you and take hold of the boom and help it across to the other side. The boom swings across quickly. You move immediately to the side, which is now opposite the sail.

So now you have gybed and are sailing on starboard tack.



Knots, Hitches, Bends

If you learn your knots inside out, then things become much easier. You will be quicker at getting the dinghy ready for sailing. You avoid tangles and "granny" knots. Most knots and rope work is something about "over and under".

Bowline :

Used for :

- tying up to a dock, jetty or another boat
- tying a rope to a block with an eye
- making a loop for the end of the sprit haul
- making ropes longer

There are several ways to make a bowline; one easy way is like this:

- (a) Imagine the long end of the rope is a tree
- (b) Make a smallish hole, about the size of a grapefruit, near the base of the "tree".
- (c) Imagine the short end of the rope is a rabbit.
- (d) Bring the rabbit out of his hole.
- (e) Imagine the rabbit all of a sudden sees a fox. He hides behind the tree.
- (f) And at the first opportunity dives back into his hole again.

Be careful how you tie the knot tight: it takes practice.

Why is the bowline so useful? Because, with practice it is easy and quick to tie and it does not slip or jam. When you need to undo it, it is easy to undo, even if there has been a great strain on it.

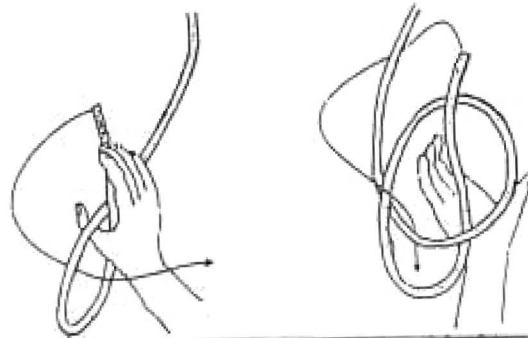
1. Knots Using One Rope :

Bowline

Figure-of-eight knot

Clove hitch

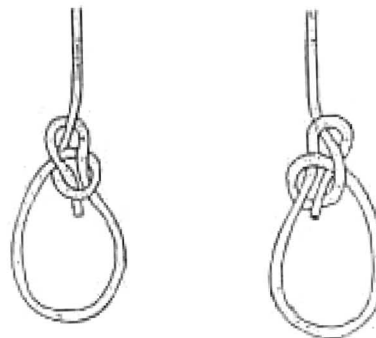
Round turn and two half hitches



2. Knots Using Two Ropes :

Reef knot

Sheet-bend



Myanmar Yachting Federation



Figure of Eight Knot :

Used as a "stopper knot" on the sheet so that it will not disappear through the block at the bottom of the dinghy.

It is made as shown in the drawing by making a loop, turning it under and up, and then bringing it down through the first loop. Then tighten.

Clove Hitch :

Used for tying the sheet to the boom.

"With open end":

Two half hitches placed as on figures 1-3 can only be used when you can get the loops over the end of the object (mast, boom, pole, etc.) to which the hitch is to be fastened.

"With closed ends":

If the top of the object to which you are securing the rope is too high up, or if neither end of the object is open, then the clove hitch is made as follows:

Make a single half hitch, with the rope to the right of the standing part, fig 4.

Then another half hitch is similarly placed to the left of the first on, fig 5.

At last - fig. 6- you haul the rope end, and the standing part becomes taut.

Now the two single half hitches get jammed against one another and form two half hitches, commonly known as a clove hitch.

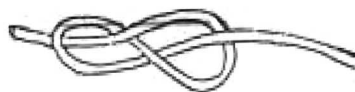


Fig (1)



Fig (1)



Fig (1)

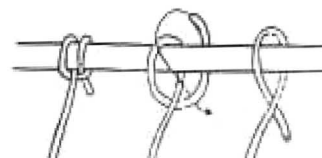


Fig (1)



If the hitch is not made with strain on the fast part it will easily slide, making a loose knot, which might come undone.

Two Half Hitches :

First take the end around a post, table leg etc., then make the first hitch nearest the post- (fig. 8) otherwise the knot can not be easily untied.

Round Turn Two Half Hitches :

If the knot is to bear a heavy load then an extra turnaround the post is necessary (fig. 9)

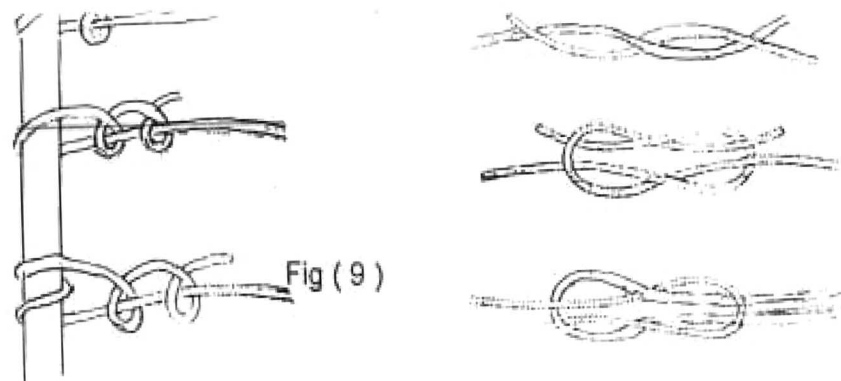
Reef Knot :

Since the beginning of sailing, the "reef" knot has been one of the most widely used knots. It is used for tying two equal sized ropes together. It is also used on the Optimist Dinghy when the sail is tied on to the boom with sail ties. It is easy to tie. It is fairly easy to untie after the knot has been under great strain.

It is made like this :

Right over left, - and under
Left over right, - and under

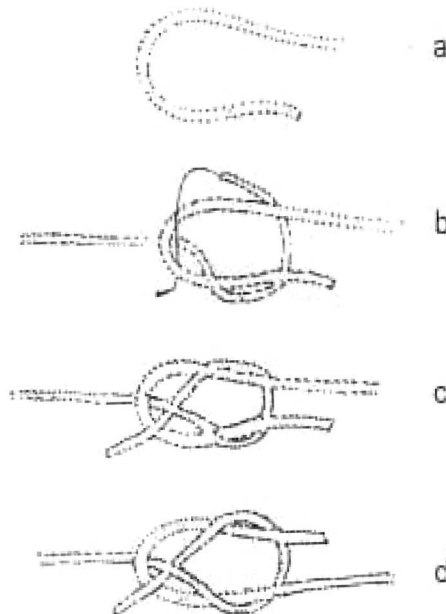
If a reef knot is incorrectly made, you get what is called a "granny" knot. This is a very unreliable knot. Either it is drawn so tight it is almost impossible to undo again, or it comes undone by itself. This knot should never be used neither at sea not on land.



Sheet Bend :

Is used for tying a flag and a flag halyard together. You can also use it when you are to join ropes of different sizes. If it used under strain it can be difficult to undo. The sheet bend is made like this:

A loop is made with the thicker rope (a) . The other rope end is then passed through the loop, round both parts and under itself (b). Both ends (fig. c) should be so long that they cannot slip when the end is tightened. Fig. d shows the sheet bend incorrectly made, as the rope ends do not turn the same way consequently it does not lock quite as well.



Balancing :

Balance is probably the first obstacle you must overcome in learning to sail. Learning to sit properly is the first thing you should learn. The length of the tiller usually gives you a hint where to sit. Always try to sit clear forward of the end of it. Generally speaking, all the area behind the tip of the tiller is called the "dead area".

Remember to sit facing the sail and never sail with your back to it. When moving from one side of the boat to the other, keep the boat balanced. The only time you want the boat to heel over is in very light winds so the sail will hold its shape.

When getting in and out of a small boat, always step to and from the centerline. If you can't stay in a sailboat or get into one without tipping it over, you'll find learning to sail a difficult and clothes soaking task.

Stern Heavy :

The boat is stern heavy because the ballast (weight in the boat) is too far aft. To correct this, move your weight forward. If the boat is bow heavy, move your weight aft.

Terms & Definitions of Sailing

Abandon :

A race that a race committee or protest committee *abandons* is void but may be resailed.

Clear Astern and Clear Ahead; Overlap :

One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern* or when a boat between them *overlaps* both. These terms do not apply to boats on opposite *tacks* unless rule 18 applies.

Finish :

A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after taking a penalty under rule 31.2 or 44.2 or, under rule 28.1, after correcting an error made at the finishing line.

Interested Party :

A person who may gain or lose as a result of protest committee's decision, or who has a close personal interest in the decision.

Keep Clear :

One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.

Leeward and Windward :

A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark :

An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. And anchor line and objects attached temporarily or accidentally to a *mark* are not part of it.



Sailing in Strong Wind & Boat Tuning

As the wind picks up, you may find yourself beginning to react more intensively to how your boat behaves. You will be constantly adjusting your body in and out of the boat as well as constantly working the sheet to keep it balanced. However, this is hard work and very physically demanding, requiring both stamina and overall body strength. Due to this, all sailboats are designed to help ease you of this physical discomfort, for there are parts that can be adjusted, or **tuned** to help keep the boat under control in strong winds. A good sailor not only is physically fit, but must know how to tune his/her boat for any given conditions.

Boat Tuning

Like all human beings have a heart, a sailboat has a heart as well. This is generally the leech of the sail, and is so important because it controls **sail twist**. A well tuned boat has a nice and open leech which provides smooth airflow. The leech enables the sail to breathe, just like all of us have a nose to provide our bodies with oxygen to work. A leech that is too closed stops airflow across the sail, slowing the boat down dramatically. What happens if someone blocked your nose with tape? Yet, a boat with a leech that is too open will let most of the air escape from the sail without **powering the boat up**. Generally, you would only want an open leech in the strong winds when the boat gets hard to control upwind. There are things on the boat which control the leech twist and it is important that you learn what they are and how they are used.

The most important control device is the **boom vang**. Tightening the vang will flatten your sail and induce more twist in your leech while keeping it loose will keep your leech slightly closed. So when do we tighten the vang and when do we keep it loose?

The next thing that controls leech twist is the **outhaul**. Like the vang, a tight outhaul will flatten the sail and provide more twist to the sail while a loose one will keep the sail full and reduce twist.

Last, we have the **cunningham** (usually the **jaw strap/boom head tie** on an optimist). Increased tension on the cunningham increases leech twist and decreases sail depth while decreasing the tension has the opposite effect.

Now you have learned the three most basic aspects of boat tuning. Try to think about what you would do to these three devices in the light to moderate winds where you want your leech slightly closed. What do you believe is the best way to adjust these devices in the strong winds when you want a flatter sail with a very twisted leech?

Beating in Heavy Winds

As the wind picks up to 15 knots and over, you will find that the boat will constantly be tipped to leeward, forcing you to **hike out** and release sheet tension. Doing this will enable you to keep the boat flat and under control.



Launching

Dinghy Trolley

Can be useful in some places. In other places it is better to ease the boat into water from a pontoon or to carry it out until the water is deep enough to put the rudder and dagger board in.

Helping

You must learn to help one another. A training session cannot begin until every body is ready.

Wind Direction

Of course, you already know the wind direction! If not, how would you be able to plan how to put your boat in the water? You can see from the next illustration what happens when the wind blows from different directions.

Mooring

Here is a chance to use of the knots you have learnt. If you want to leave your dinghy fully rigged for a short while, you should first check to see how it "behaves". Is it lying quietly in one spot? Or is it moving forward a little? If it is showing signs of moving, even a little, there is a risk of it bumping into the pontoon or into other moored boats. In that case, you can either ask someone else to take care of the boat for you or you can take the sail and rig down and stow them in the boat.

Before you climb back on board again, take your boat further up the pontoon so as to leave room for others. Finally, you fix the rudder and dagger board in *place as follows*

The Rudder

Is put in first. Use both hands; it makes it easier when you are fitting the rudder pintles into the transom gudgeons.

The Dagger Board

Is put in with its sharp edge facing aft. This reduces water resistance.



Returning to Shore

Let us imagine you are sailing back to your club's pontoon or dock.

First, you must look and see where the wind is coming from. Then you will work out a plan so that you will approach the pontoon from its leeward side if possible. Your aim is to come alongside without hitting the pontoon or other boats, which may be tied up there.

The secret is to slow down as you approach. You can do this by letting the sheet out once the sail starts flapping; your boat starts slowing down. Just before you reach the pontoon, turn your boat into the wind and it will come to an almost complete stop. It takes practice!

Take the dagger board out and stow it in the boat. Once someone holds your boat at shore, then go and release your rudder and stow it in the boat.

If you are only going ashore for a short while, you could leave the sail up, but first look at how your boat is behaving. Is it lying there quietly or is it moving forward or creeping about a little?

If it shows any signs of moving about, you must take the sail and rig down and stow them in the boat.

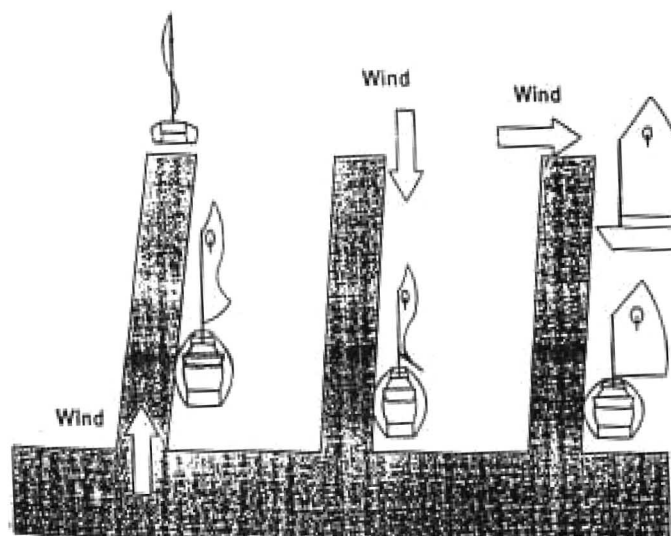
Now, supposing your club uses the beach instead of a pontoon? Once again, look to see where the wind is coming from and then work out your plan. If the wind is blowing from the beach, you will need to keep sailing, with your rudder and dagger board in place, until the last moment. If the wind is blowing on to the beach, you will need to slow down in good time.

The dagger board is the part of your boat, which goes the deepest into the water, so you will have to lift it out when the water gets shallow.

The rudder does not go very far into the water but you must be careful to avoid damaging it.

Once the water is only half a meter deep, let the sheet out so that the boat stops and then climb out of your boat and into the water. Take the rudder out.

Keep the bow of your boat facing into the wind, and bring your boat the shore. Take hold of the shock cord, which is attached to the forward end of the dagger board casing, and pull it over and round the dagger board. If you do not do this and you capsize later on, there is a chance that the dagger board will drop out of its casing, making it difficult for you to right your boat again.



42. Propulsion

42.1 *Basic Rule*

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat

42.2 *Prohibited Actions*

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centerboard, that does not facilitate steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm not necessary for steering;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.2 *Exceptions*

- (a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.
- (d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.



Keeping the boat under control in overpowering conditions means only one thing; keeping the boat flat, withholding the ability to steer in the direction you choose.

As you begin to get overpowered, start to **hike-out** and see if this flattens the boat. Hiking out is when the sailor hooks his or her feet on the **toe-strap**, and brings their body out of the boat to windward. You might even find it more comfortable sailing this way from time to time.

If you find that just hiking out still does not keep your boat from constantly being tipped to leeward, then you must begin **sheeting-out** and pinching. While hiking and a gust of wind overpowers your boat, quickly sheet out about 2-3 feet of sheet and pinch the boat up a little bit (because you have released some sheet tension, over pinching may not only flatten the boat, but bring it to windward, stopping the boat completely). As the boat gradually flattens back down, bear away and sheet-in again.

Remember, in sailing, power is nothing without control.

Downwind Sailing in Strong Wind

The most important thing when sailing the run in strong wind is preventing a capsize. Even the best sailors in the most prestigious competitions sometimes lose control downwind and capsize. But hey, capsizing is all a part of sailing and remember, there is completely no danger to it, and sometimes, it can be fun.

As the wind picks up, the boat may beginning rolling from side. This is a normal phenomenon usually induced by the wind and the waves.

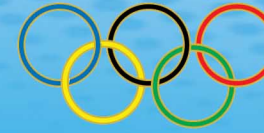
Do not be afraid and sit inside your boat if this happens. Always sit on the **gunwale** for this is the position that provides the helmsman with the most control over the boat. Now, sheet in little by little, and stop sheeting when the boat stops its rolling. This may slow your boat down but is the best way to control the boat. As the wind drops back down, you may want to sheet back out to normal position to regain your boat speed.

With the boat tuned right and with these simple techniques, you will have complete authority over your boat. **And even if you capsize, remember, all you have to do is bring the boat back up, bail out the water and just continue sailing.**

Strong Wind Reaching

This is probably the most exciting part of sailing because the boat move so fast and it is so easy to control. All you have to do is point keep the boat 90 degrees to the wind, hike out and before you know it, you will be flying across the water.





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Sailing



နည်းပြဆရာလက်ရွှေ့



အားကစားနှင့်ကာယပညာဦးစီးဌာနနှင့်ရွက်လှေအဖွဲ့ချုပ်တို့စီစဉ်ထုတ်ဝေသည်။