

WASHINGTON YACHT CLUB WINDSURFING

SSP SOUTHERLY POLICIES

Revision: August 31, 2024

Article I - SSP Southerly Wind Policies

(not directly applicable for northerly winds)

Southerly winds at SSP are often characterized by intense gusts and shifts in direction between the south and west. Southerly and westerly winds are offshore winds at SSP, which increase the risk of being blown offshore. To mitigate this risk, if steady winds are above 11 knots, or intermittent or frequent whitecaps are seen offshore towards Kirkland, the following policies must be adhered to:

1. Only skippers may windsurf unsupervised.
2. In Southerly winds, the 6th street wind meter in Kirkland should be used to determine true wind speed. Dependent on direction, this wind meter tends to be a few mph less than actual. SSP and WYC wind meters are not accurate gauges what-so-ever of southerly winds.
 1. Another option is this king county buoy (is in meters per second, convert to knots):
<https://green2.kingcounty.gov/lake-buoy/Meteorology.aspx?Buoy=Washington>
 2. In the case that the wind meters are down, look for whitecaps offshore towards Kirkland
3. Members attempting their skipper test must hold an intermediate rating already.
4. Members must stay within self-rescue distance of the SSP launch, keeping in mind that it may be impossible to self-rescue directly against the wind.
5. Members must carry a cell phone with them to call for help in the event they can't return to the SSP launch.
6. Unsupervised members must communicate their sailing plan and backup sites for washing up in the #windsurfing channel on Discord. Backup sites include: 1) the west side of the SSP pier, 2) Matthews Beach Park, 3) OO Denny Park
7. Adequate sail size for skipper test must be found using this calculator:
<https://www.omnicalculator.com/sports/windsurfing>
 1. No sail over 4m can be used for skipper test.
 2. It is much more appropriate to use a non-beginner sail in highwinds
8. If a sailor washes up far from the launch, they should tear down and secure their gear, and call the WYC or its members, or find another way to bring themselves and the equipment back to the launch.

Section A. Hazardous Southerlies at SSP

No windsurfer shall launch from Sail Sand Point in hazardous Southerly conditions. The south point of Magnuson Park is the preferred launch for strong Southerly winds, given that all hazardous weather procedures are followed. In hazardous Northerly conditions, Sail Sand Point is okay to launch from given all hazardous weather procedures are followed.

Hazardous weather conditions shall be deemed to exist if any of the following criteria are met:

1. Steady winds of 25 knots or higher (e.g., large branches of grown trees in motion)
2. Puffy, shifty winds of 20 knots or higher (e.g., rapidly changing wind direction and intensity as seen in trees and in the rapidly shifting pattern of dark streaks across the water)
3. Display of the Hazardous Weather sign as posted by a Chief or an Officer at their discretion (note that this may include occasions when wind velocities or other conditions are not yet hazardous but are so predicted). In hazardous weather conditions, whether the sign has been posted or not, the following procedures must be adhered to.

Article II - Supervised Sailing Policies

If steady winds are above 11 knots, or intermittent or frequent whitecaps are seen offshore towards Kirkland, supervised sailing must adhere to the following policies:

- A. Only a member with a skipper rating may supervise.
- B. The supervising member will conduct a chalk-talk with everyone to communicate the sailing boundaries, launching point, washup options, and self-rescuing in a direction at least 45 away from the wind to allow for progress back to shore. If possible, the supervisor may physically demonstrate the teaching boundaries by providing a demo of sailing within them.
 - 1. Only one member will be allowed to sail at a time for testing.
 - 2. (Only for southerlies): Windsurfer will be initially tied to a tether, manned by the supervisor on land until they have proven to be able to make consistent upwind progress. A series of tacks and maintaining in the sailing boundaries while making upwind progress would be sufficient. Ensure that the tether doesn't become a hazard for other people or vessels in the water.

Article III - Supervised Sailing Rescue Policy

Section A. Attempt Self-Rescue

- 1. If a sailor is having difficulty getting back to shore, direct them (from shore) to drop their sail and self-rescue, paddling the equipment no closer than 45 degrees from the wind (in heavy wind). Maintain calm and clear with language.
- 2. Dictate (from shore) to sailor to rescue themselves to one of the nearest backup sites, point out what that might be to them. For example, the northern fishing docks by the northern boat ramp at SSP.

Section B. Use the Rope or SUP

- 1. Have any sailor currently being supervised return to the beach, pulling them in with the rope if necessary.
- 2. If sailor isn't able to make self-rescue progress back, and you would be able to sail their equipment back for them, and sailor seems capable of SUPing effectively, pursue the sailor on the rescue sup, provide them with the rescue SUP and have them paddle back no closer than 45 degrees from the wind (in heavy wind), while the rescuer sails their equipment back to the nearest backup site.
- 3. If sailor isn't able to make self-rescue progress back, and you would not be able to sail their equipment back for them due to equipment damage or fear you don't have the skill to sail equipment back, and the SSP open boating office is CLOSED so you cannot ask them for rescue:
 - 1. If you believe you can tow the sailor back with the rescue SUP, follow them on the SUP, throw them the line and wrap it around the mast base a couple times and hold onto the end of the line.
 - 2. If progress isn't possible with towing, attempt ejecting the sail off of the board and continue self-rescue attempt (or towing).

Section C. Call for Help (Last Resort)

- 1. Request a rescue from SSP, and apologize for the inconvenience.
- 2. If all rescue measures fail or conditions are too dangerous to attempt a rescue on the SUP, call 911 and request a rescue. Have another sailor keep an eye on the rescue attempt from shore, to help 911 rescuers identify the location of sailors.

Section D. Additional Notes

- 1. Secure the equipment on the beach, out of the water, with board upside down (fin pointing up) on the sail, and call the yacht club at the WAC.