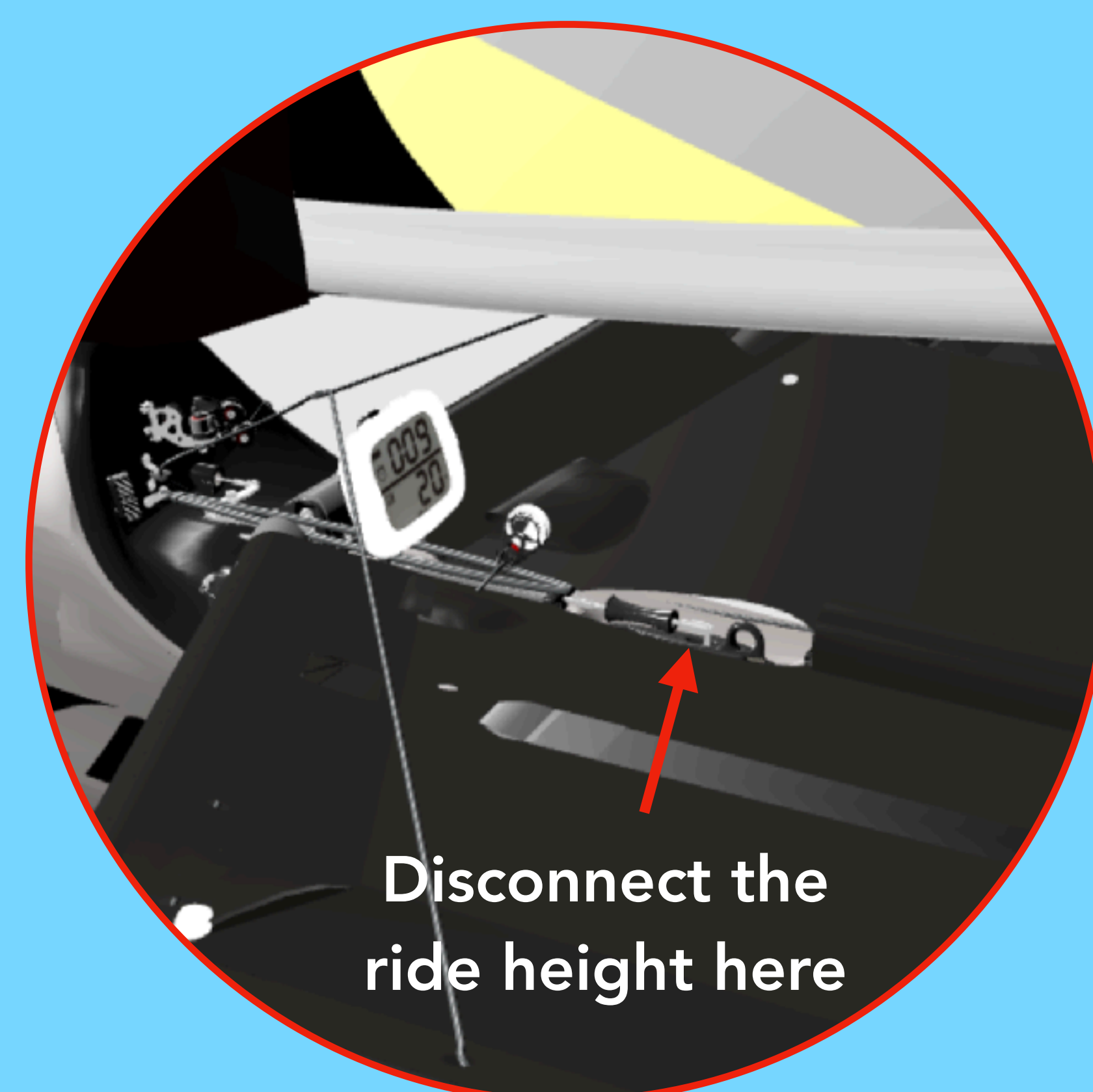
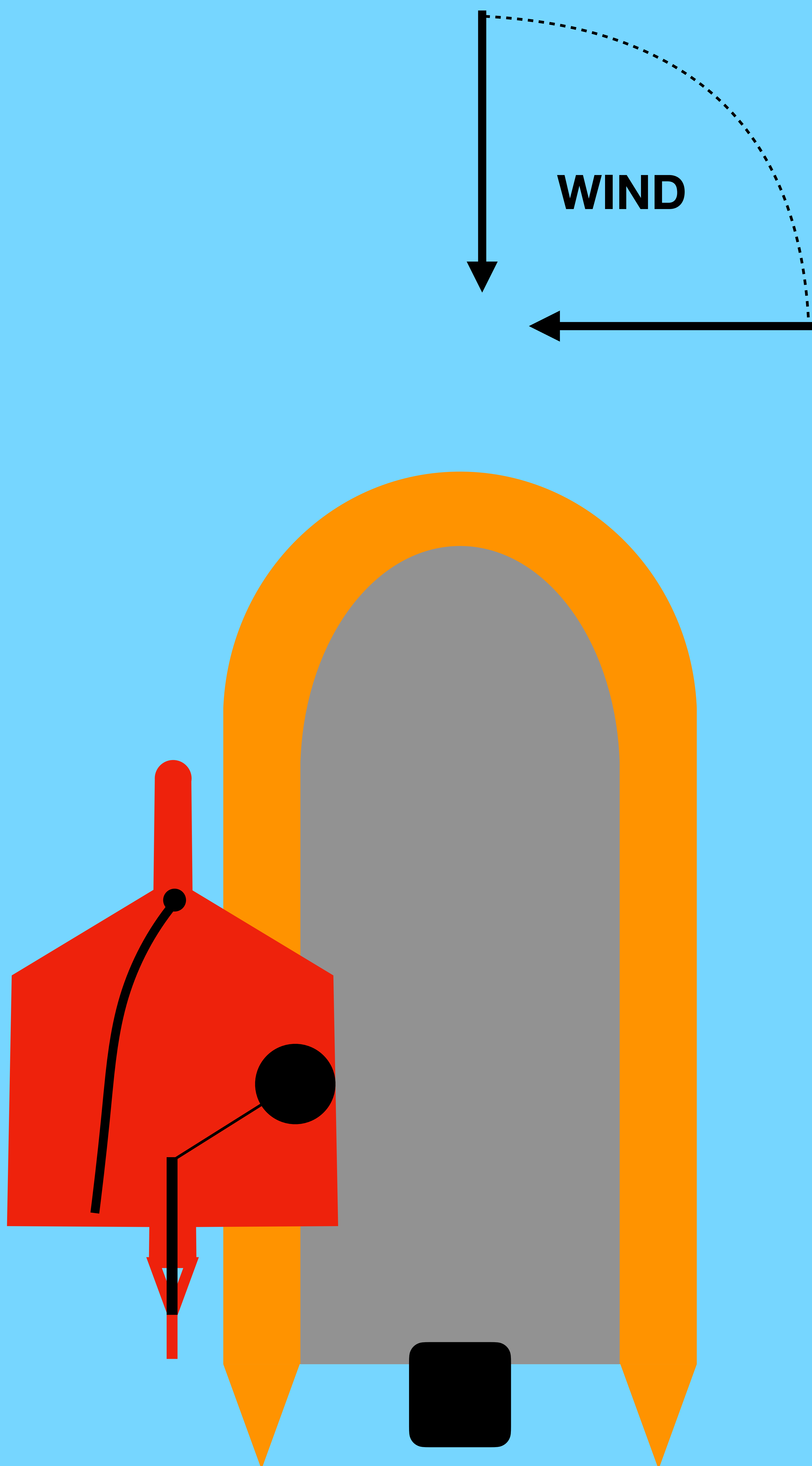




## WASZP Recovery Guide

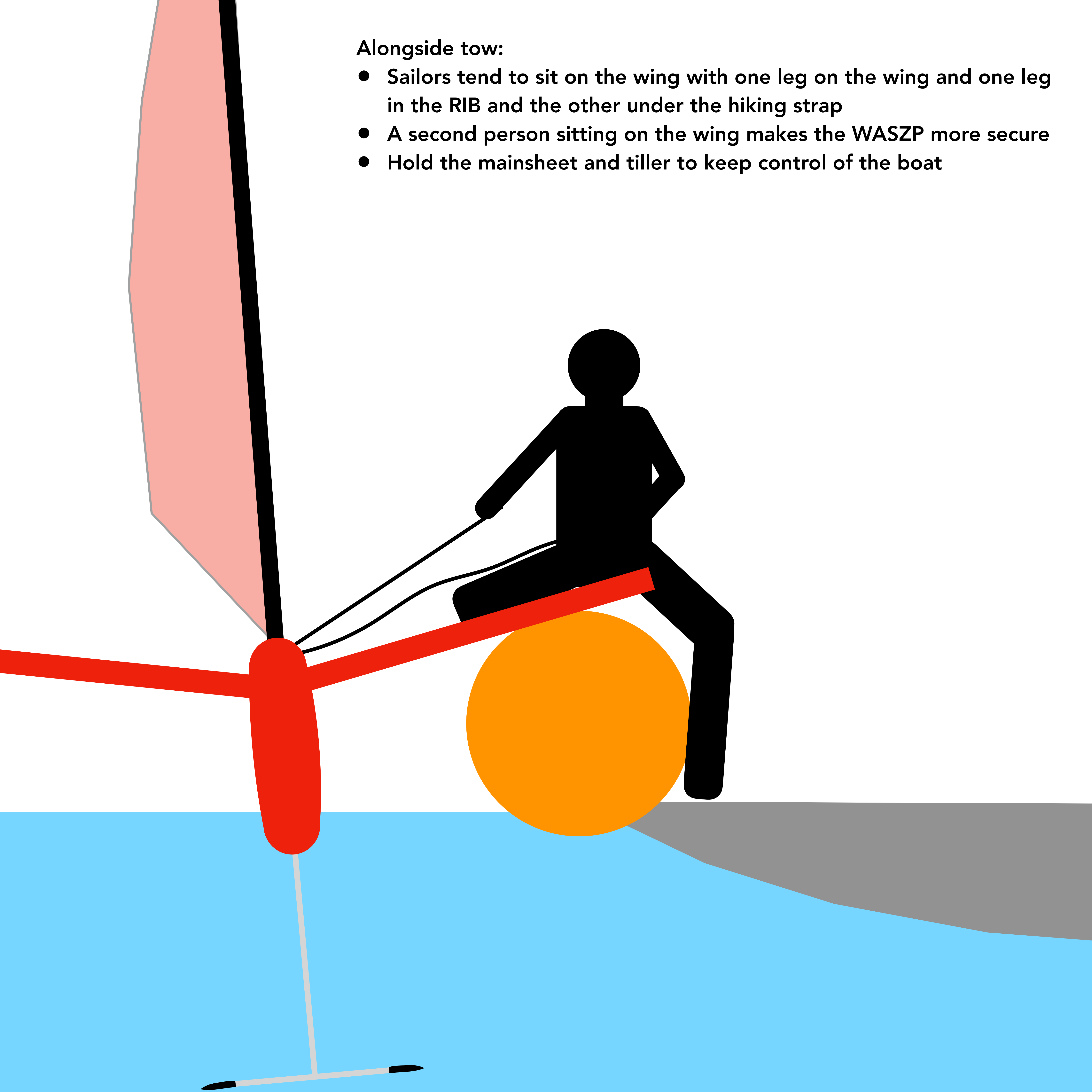


#### Alongside tow:

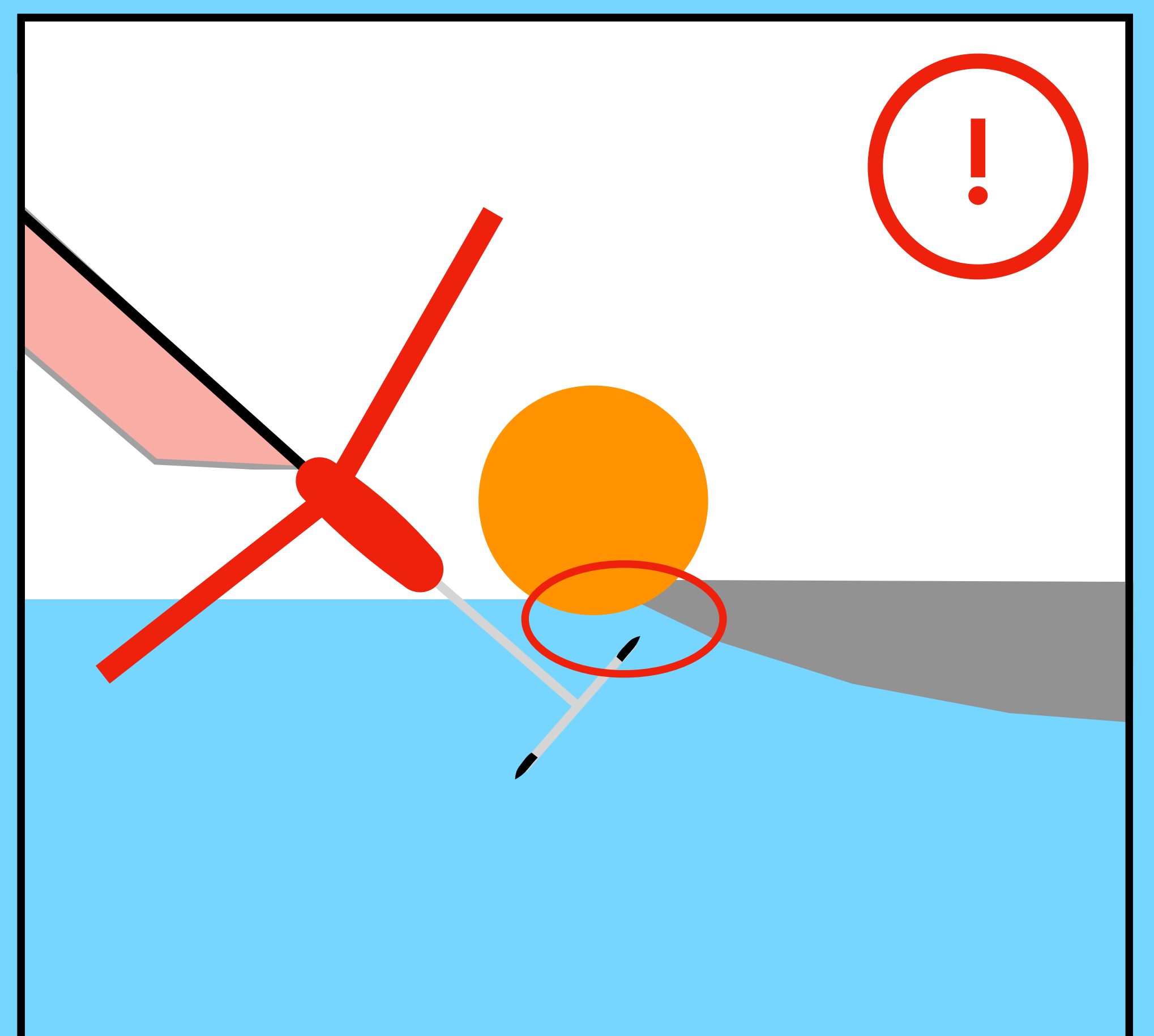
- Approach the WASZP from astern and slightly to windward, coming in at an angle so that the first point of contact with the WASZP is at the forward quarter of the RIB.
- Ask the sailor to heel the boat to raise the windward wing. If the sailor is injured or unable to heel the boat, the helper must reach over and lift the windward wing onto the tube.
- Drive the RIB under the wing and get the sailor and/or helper to sit on the wing so it is pressed against the tube
- Disconnect the ride height
- Drive slowly with the sailor or helper steering with the tiller extension, keeping the wing firmly in contact with the tube

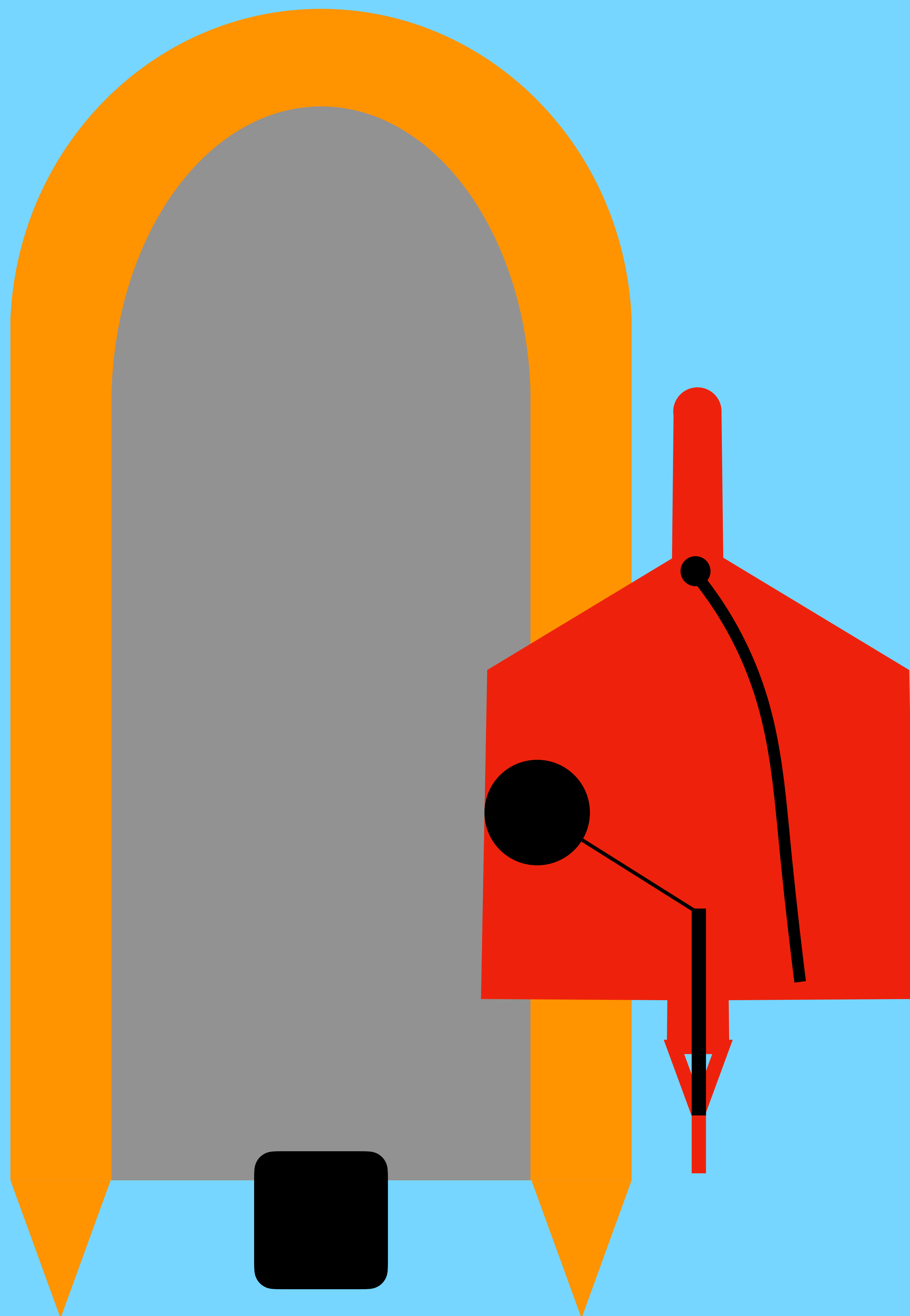
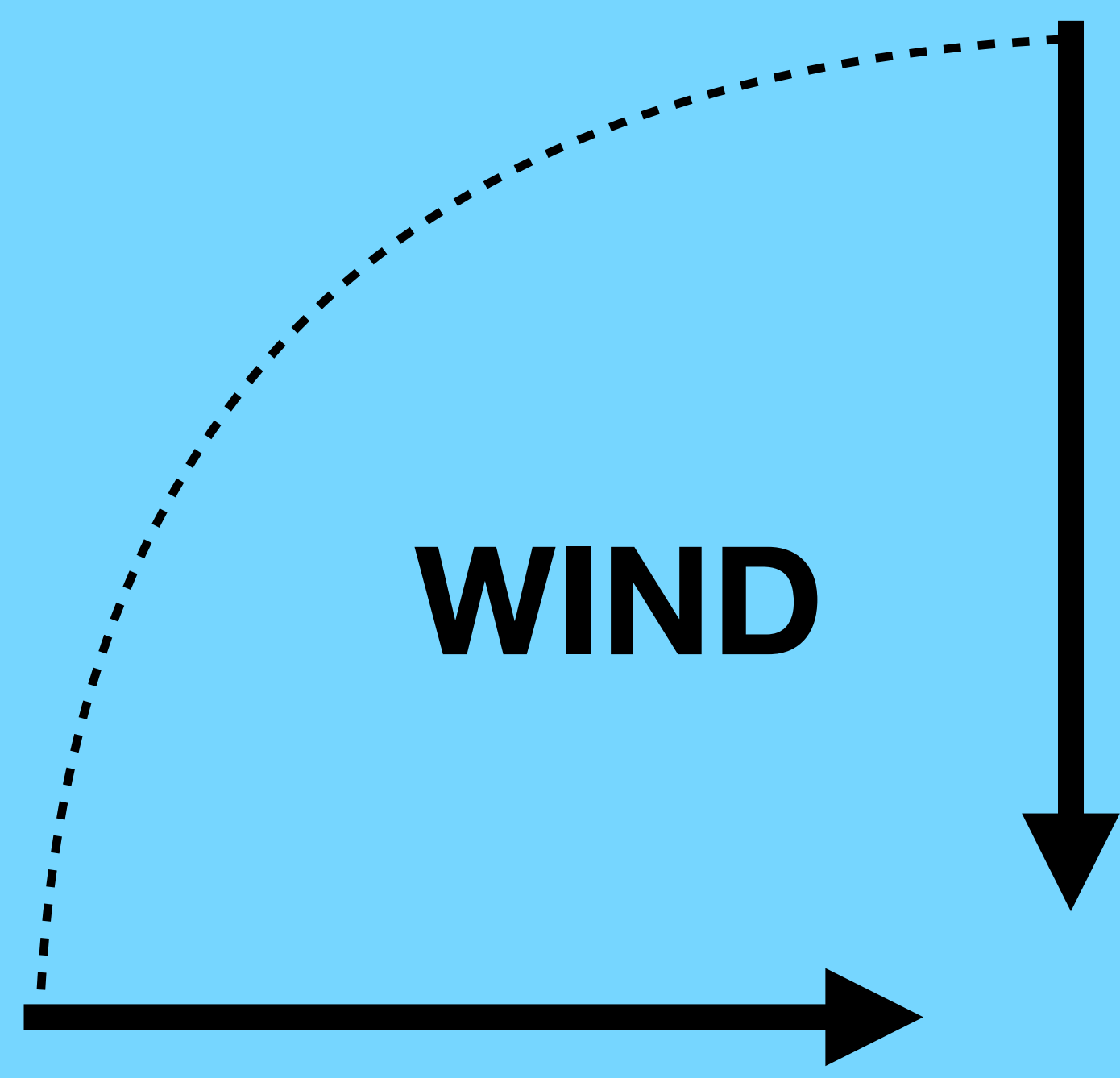
### Alongside tow:

- Sailors tend to sit on the wing with one leg on the wing and one leg in the RIB and the other under the hiking strap
- A second person sitting on the wing makes the WASZP more secure
- Hold the mainsheet and tiller to keep control of the boat



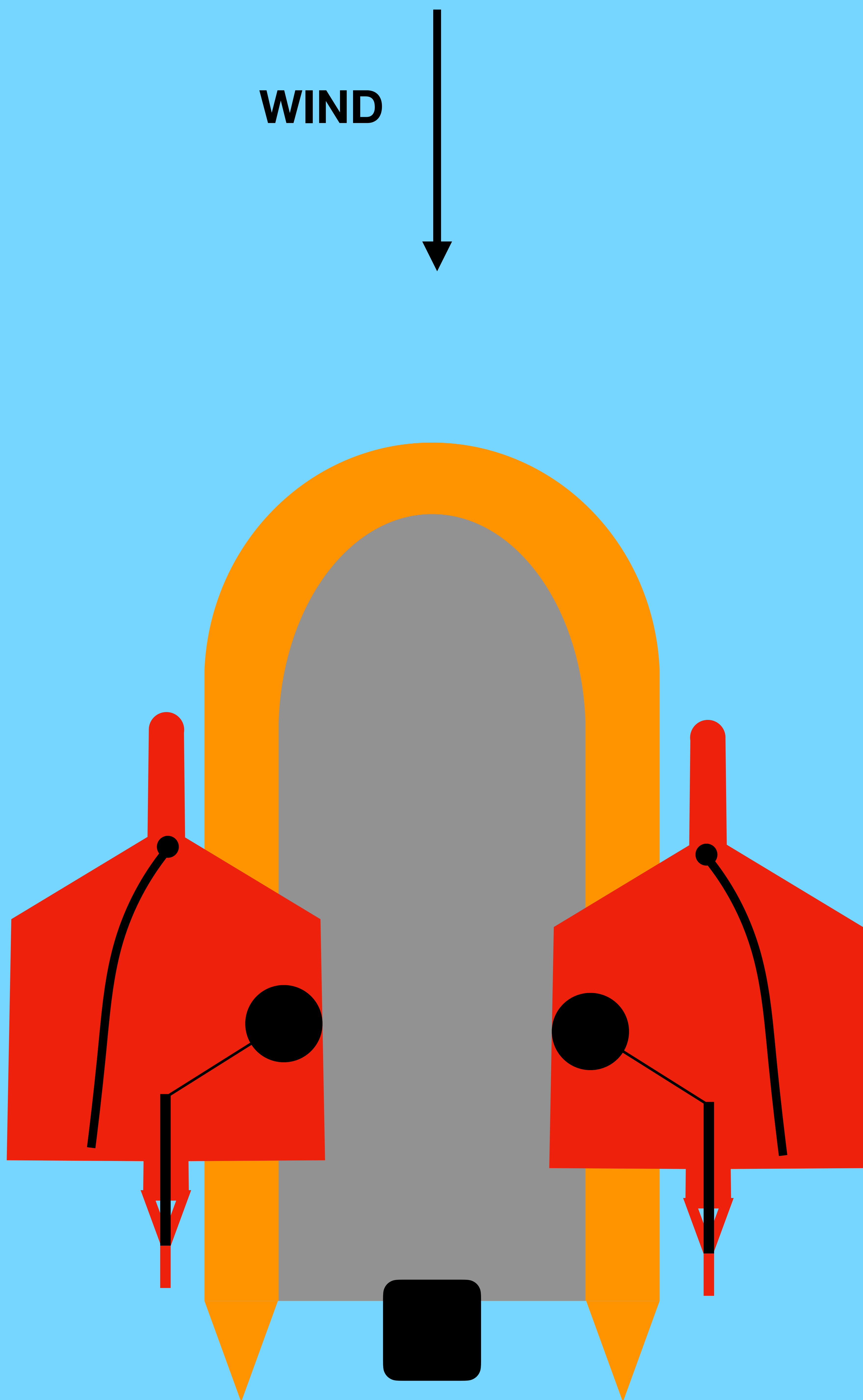
When you approach the WASZP, if the boat is heeled too much, the foils are close to the surface. The perfect heel has the leeward wing touching the water but not submerged. If the RIB tubes are wide, there is more risk of hitting the foils.





Alongside tow:

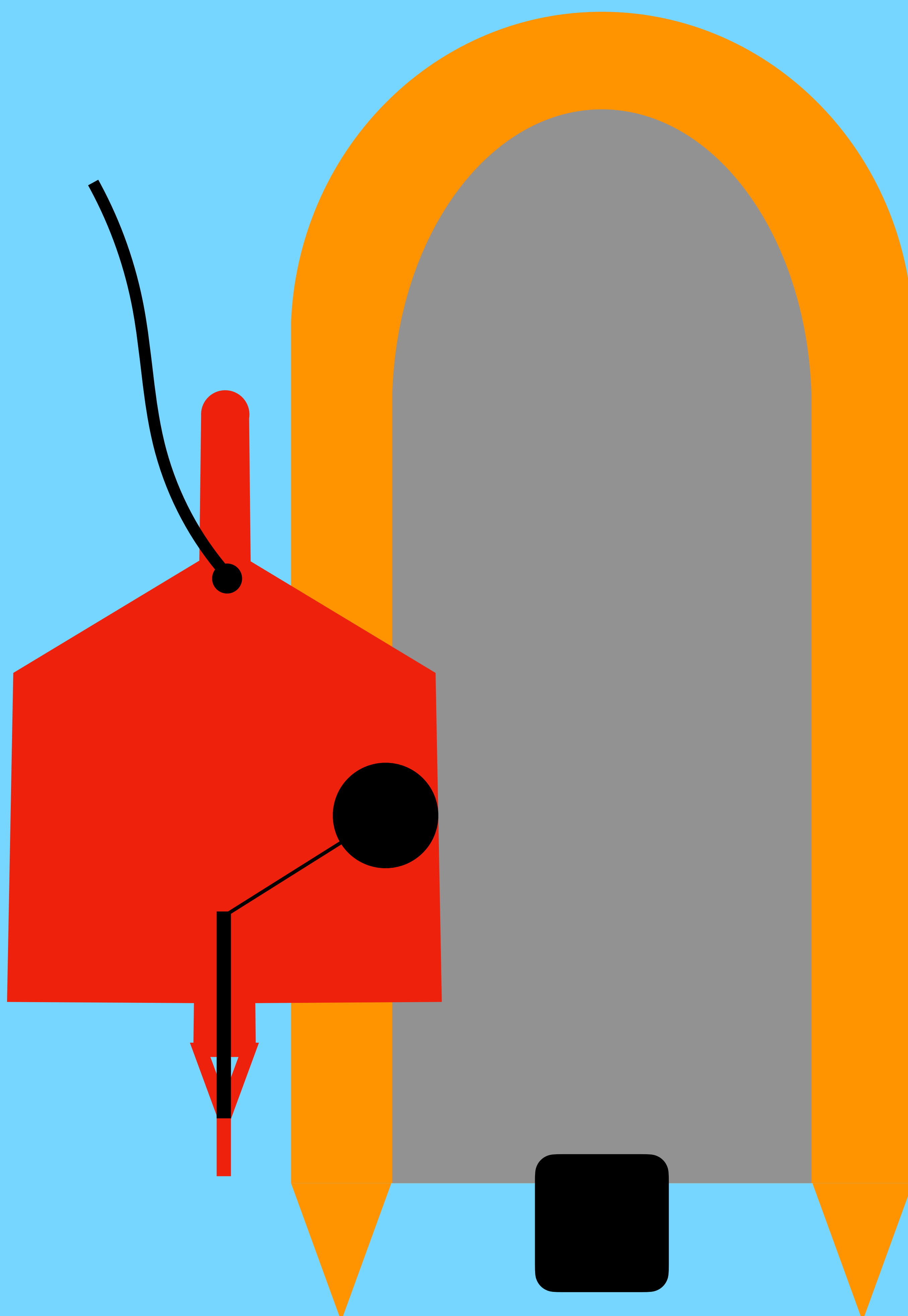
- Decide which side to take the boat dependent on the predominant wind direction to your destination
- As you drive forward, the apparent wind will go forward, so factor this in
- If the boat is on the windward side, there is a good chance it will capsize onto the RIB



Double alongside tow:

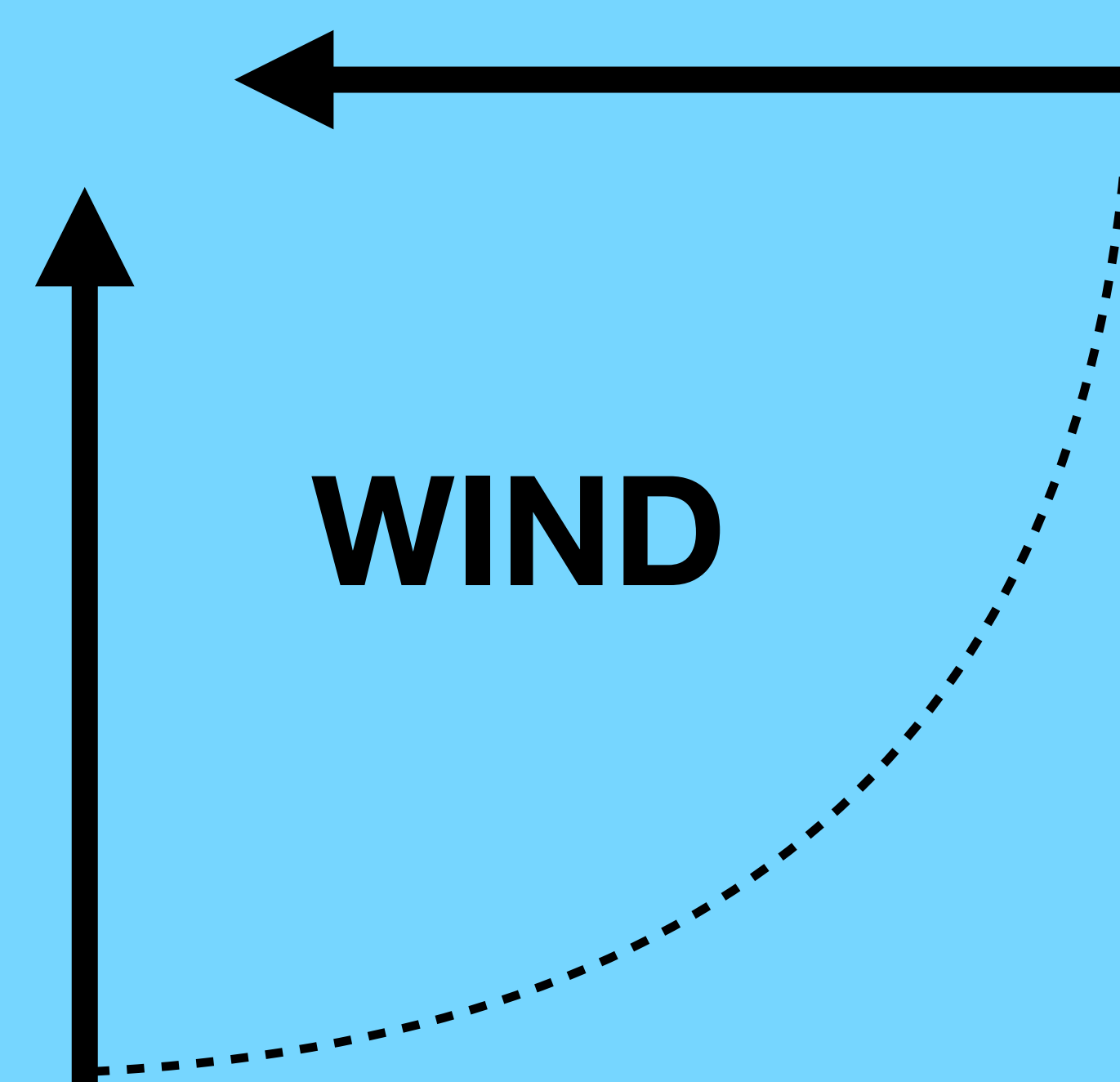
- With one boat securely alongside, it is possible to pick up a second if the wind conditions are suitable

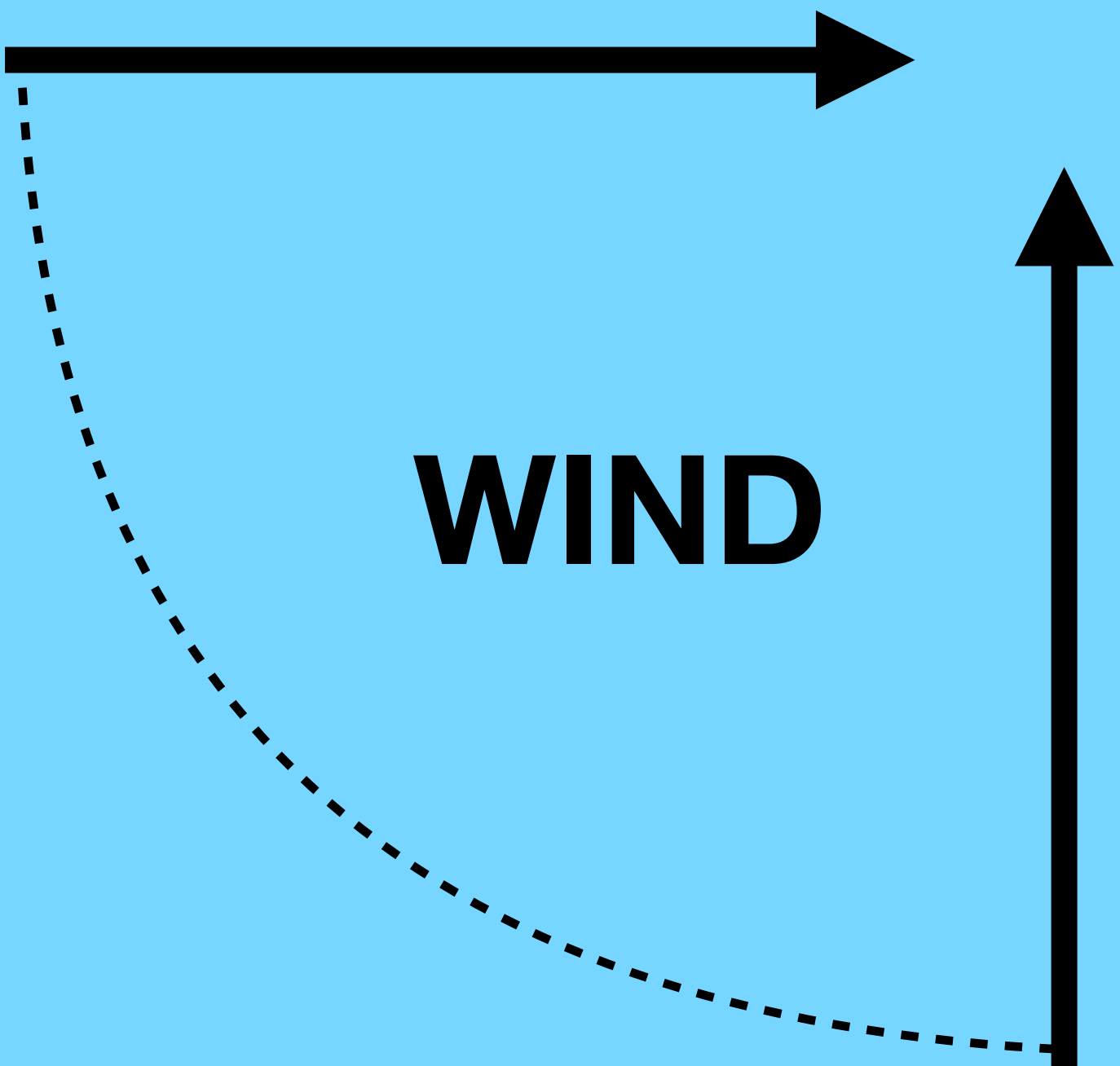
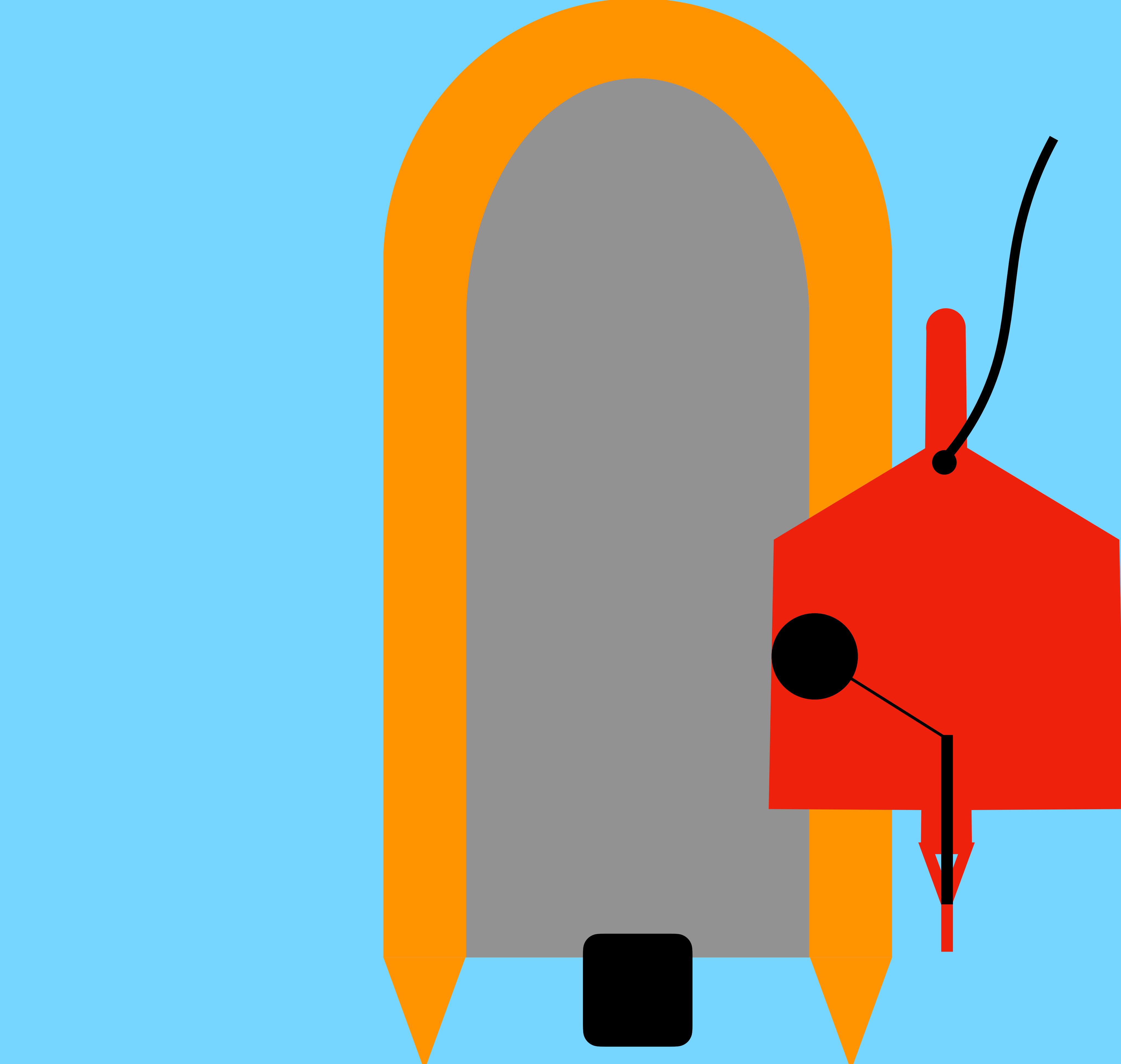


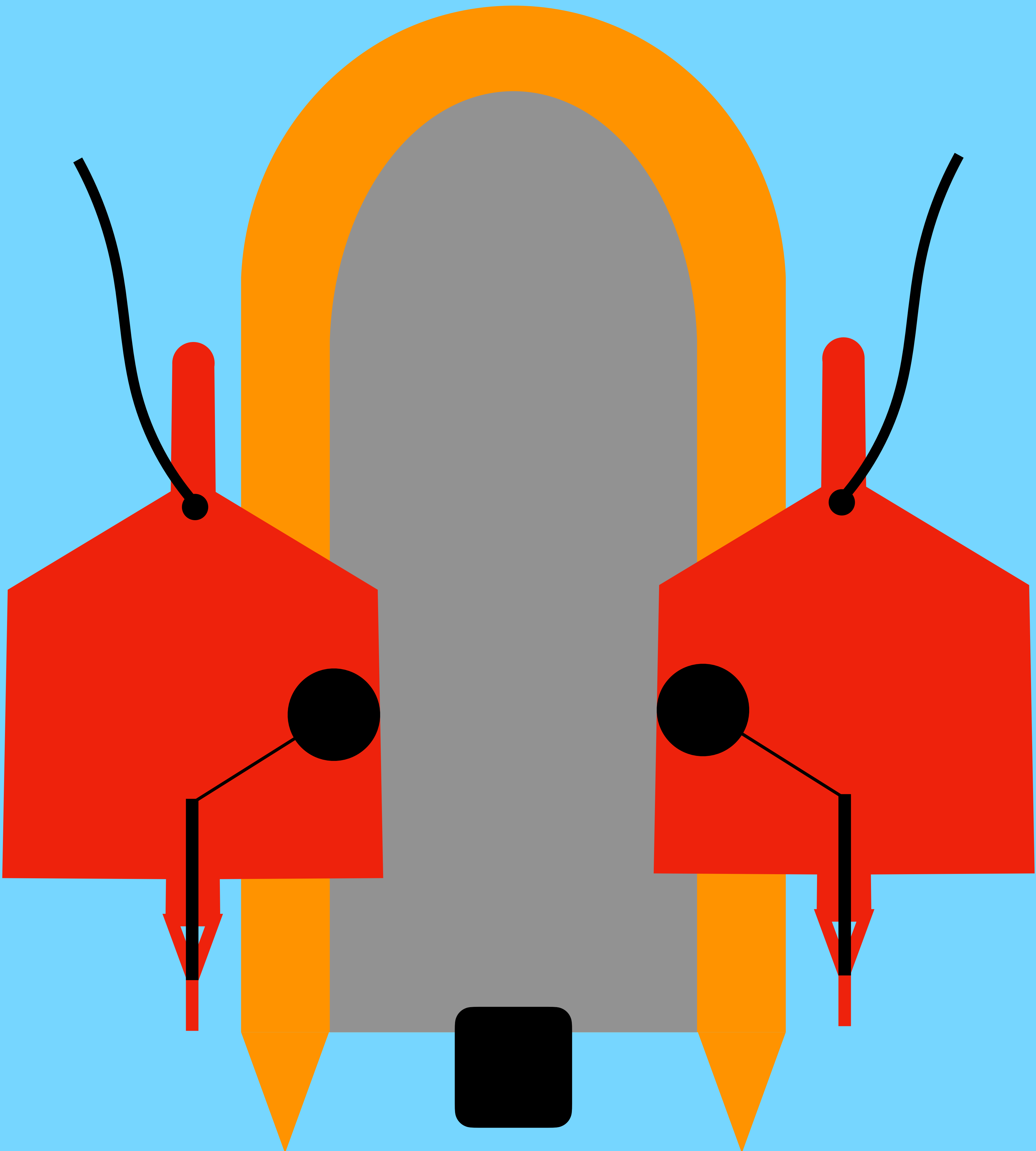


Downwind alongside tow:

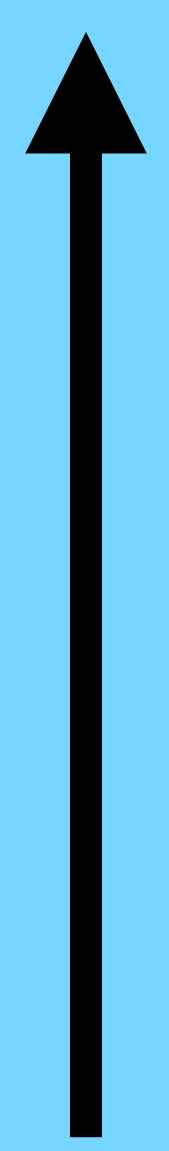
- Untie the mainsheet at the clew and unthread through the bridle block. Tie a stopper knot before the mainsheet is lost through the sail pocket.
- This allows the sail to blow forwards



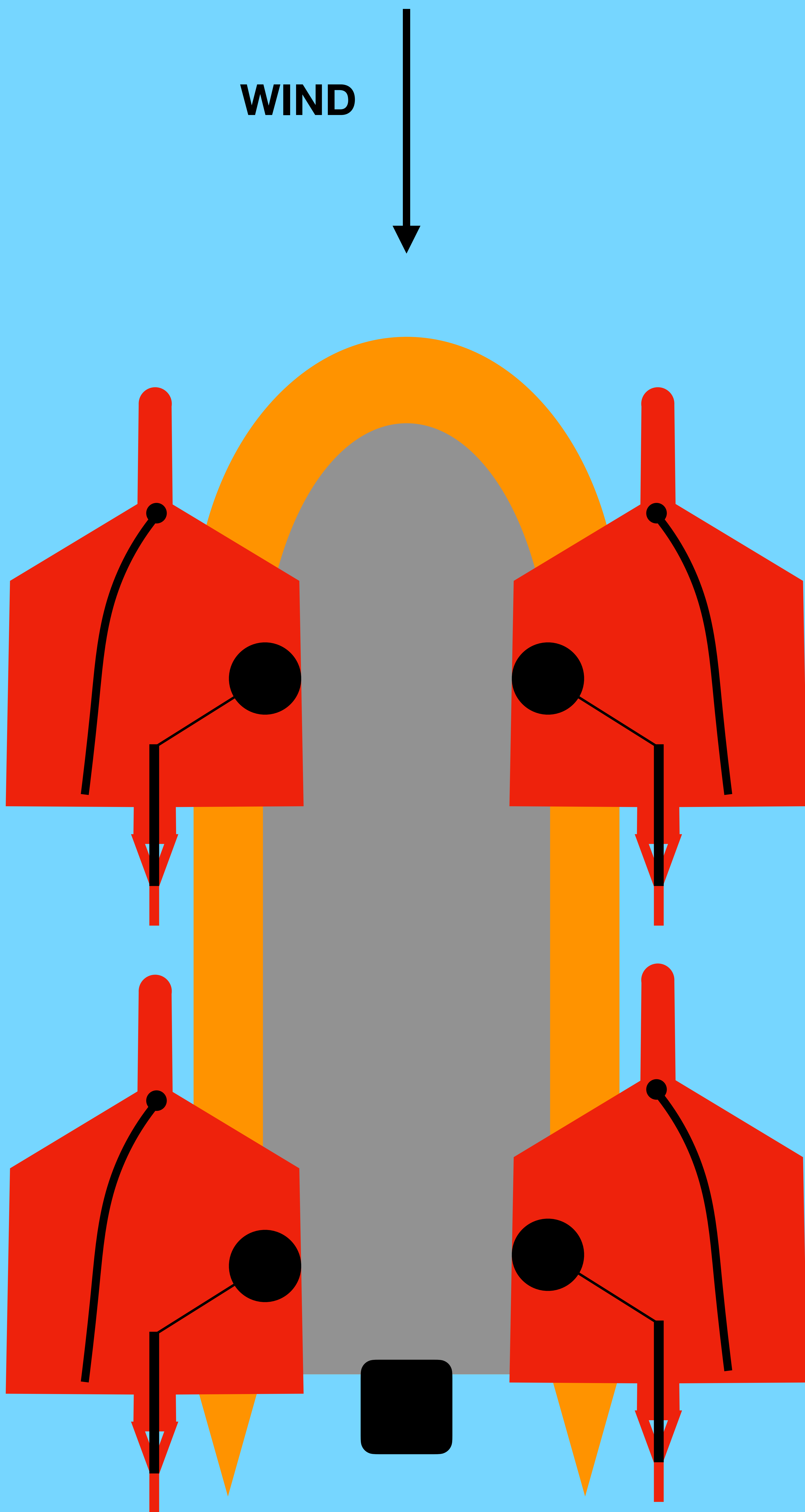




WIND



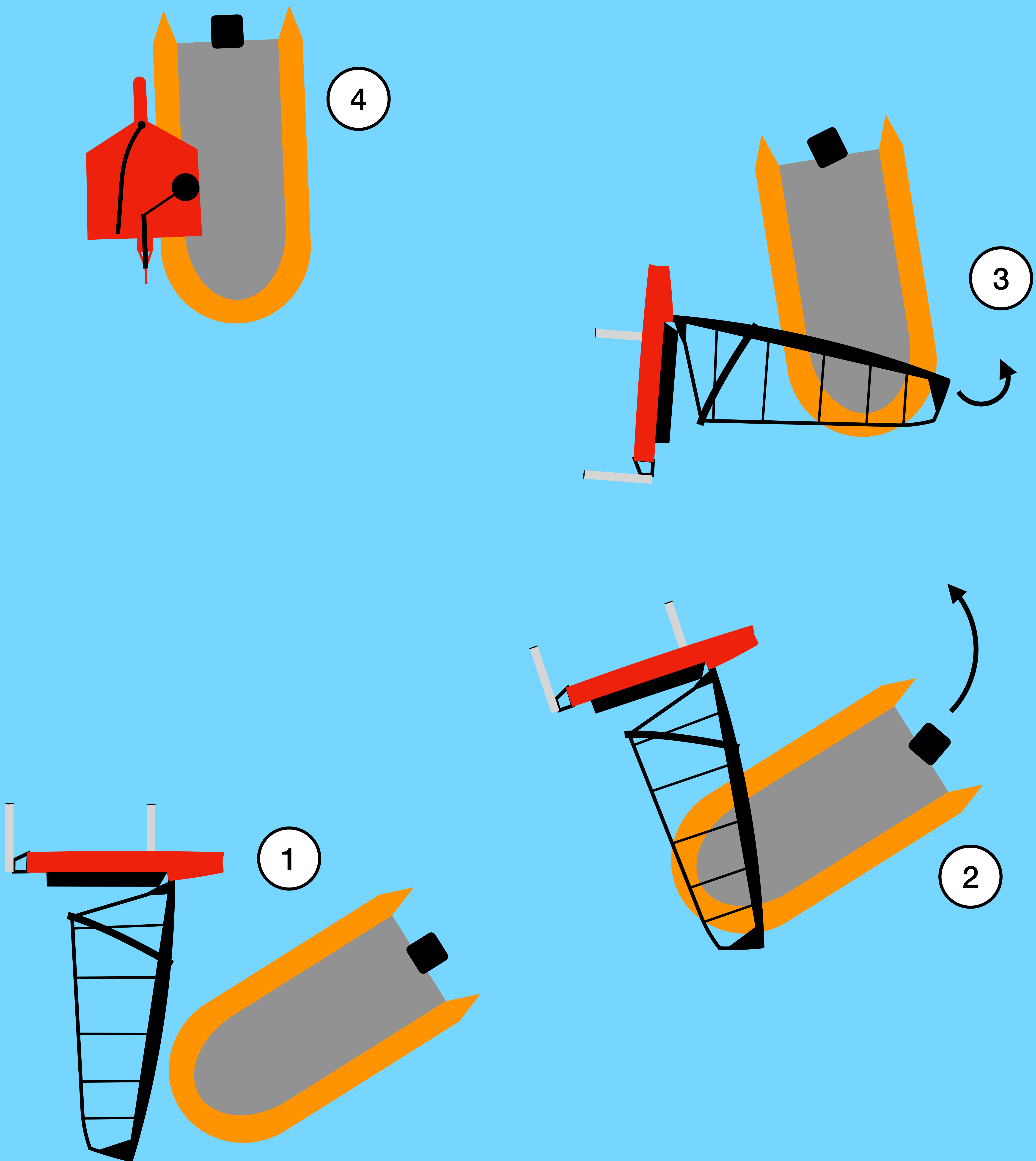




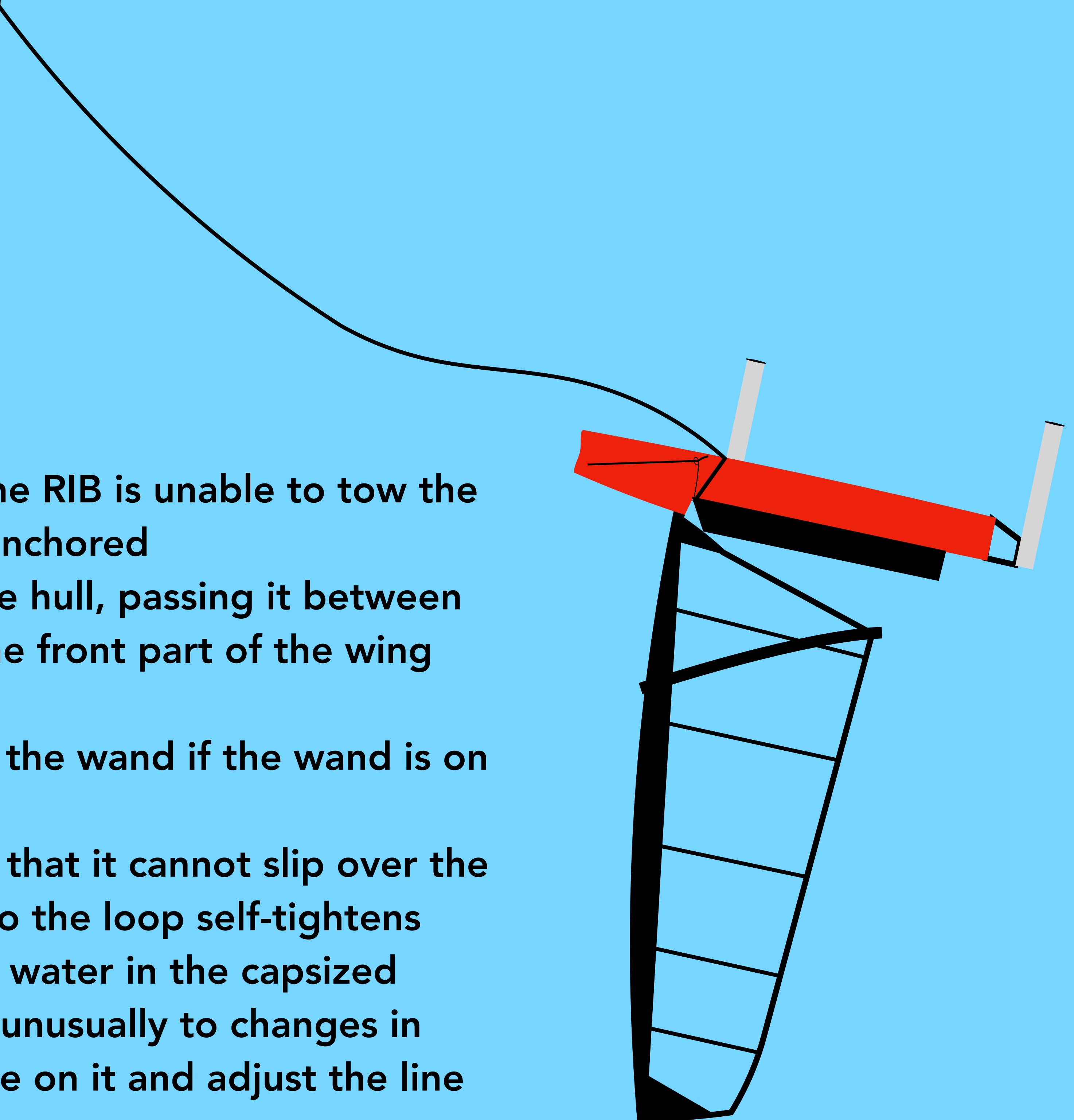
Large RIBs may be able to take two boats on one side, or in light winds, four boats total.

### Recovering a capsized boat:

- Ensuring there is no sailor in the water...
- Slowly approach the rig at an angle and from the bow of the WASZP
- The helper needs to grab the mast and raise it from the water, lifting it onto the RIB and holding it down firmly
- As the helper is grabbing the rig, in neutral, steer the engine so that the RIB would reverse towards the WASZP when power is applied. Once the helper has the rig on top of the RIB, immediately apply gentle power in reverse
- Reverse the RIB, steering into the wind until you reach head to wind
- Walk the mast up to right the boat, steering just past head to wind to allow the wind to assist the righting
- As the boat rights, keep the RIB aligned with the wind
- Lift the new windward wing out of the water and onto the tube
- Detach the ride height and mainsheet as required

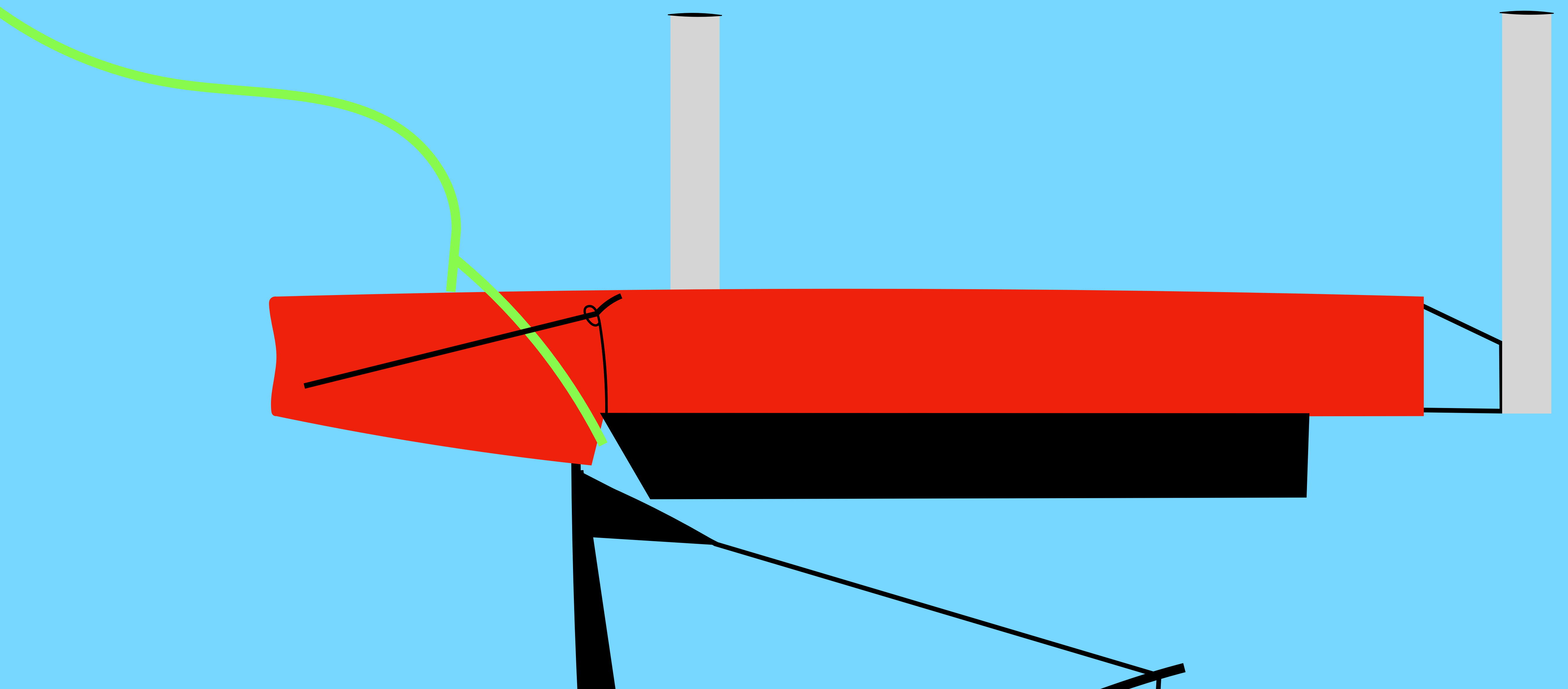


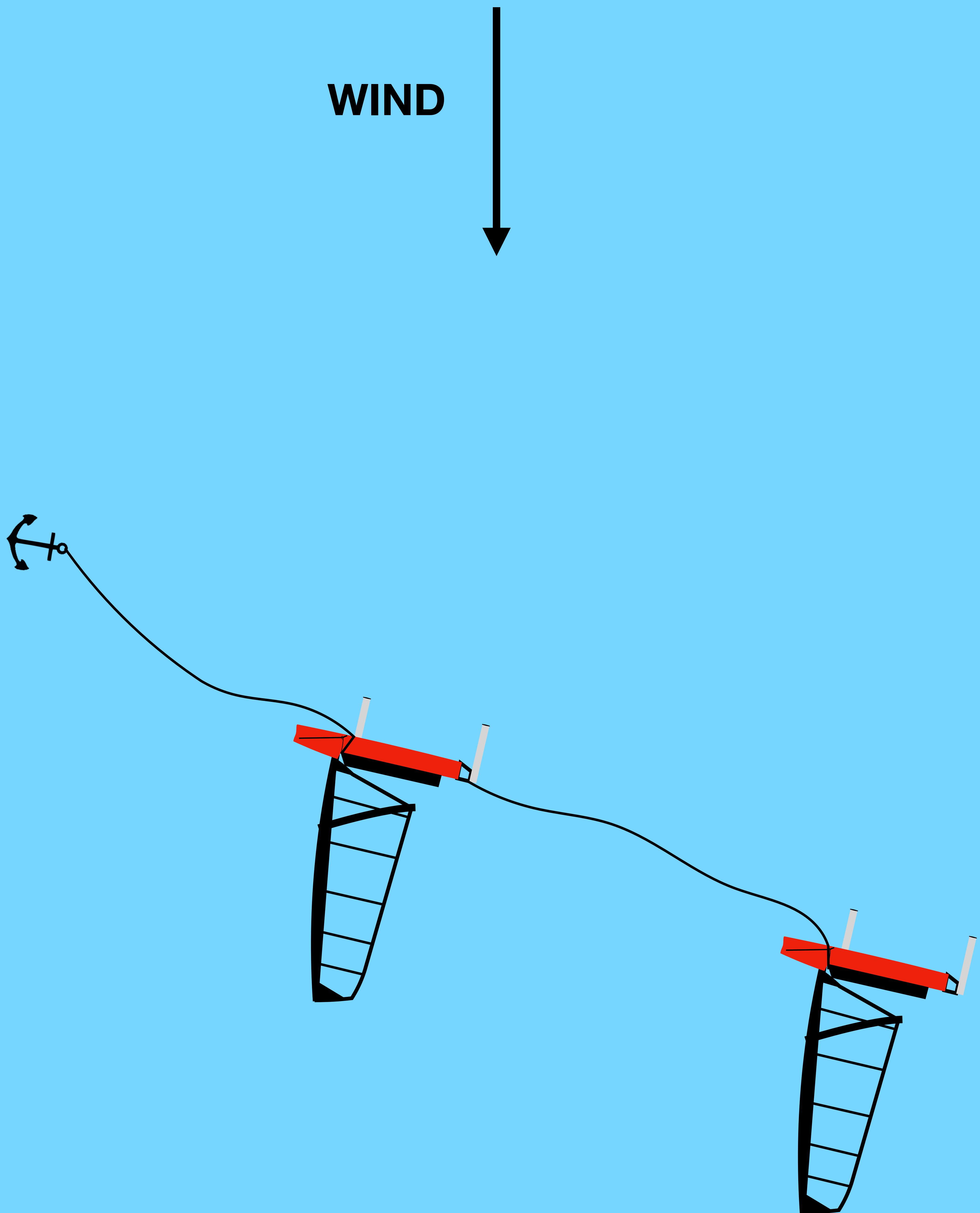
**WIND**



**Anchoring:**

- If the sailor is badly injured or the RIB is unable to tow the boat immediately, it may be anchored
- To anchor, tie the line around the hull, passing it between the wings and the mast; or to the front part of the wing frame
- Take care to pass the line under the wand if the wand is on the high side
- Ensure the loop is small enough that it cannot slip over the front of the bow, or tie a lasso so the loop self-tightens
- With wing above and below the water in the capsized position, the boat may respond unusually to changes in wind and current, so keep an eye on it and adjust the line if needed





#### Anchoring multiple boats:

- It is possible to anchor multiple boats, tying the second line through the gantry of the first boat.  
This is a last resort, especially in windier conditions.
- If the conditions are rough or the current is against the wind, the boats may not sit uniformly, so there is a risk they could collide



### On-water de-rig:

Only advised if confident with the boat. Otherwise, wait for racing to finish and employ the help of another WASZP sailor.

- Untie the mainsheet and outhaul from the end of the boom and pull them through
- Unhook the boom
- Unshackle both ends of the downhaul from the tack and mast fixing
- Unstep the mast and lift the rig onto the RIB, taking care to recover the boom
- Slide the mast out of the sail, taking care not to lose the cams
- Roll the sail and stow the mast, sail and boom in the RIB
- Foils option 1 (preferred): Raise both foils and secure with elastic or rope
- Foils option 2 (risky and difficult): Remove both foils from the boat. Flat head screwdriver and T30 Torx key required.
  - For the main foil: tie a thin retaining line around the loop on the top of the foil casing, remove the retainer pin, raise the foil slightly, screw the locator pin in and drop the foil out of the bottom of the boat, keeping hold of the line. Recover the foil by reaching under the boat and grasping the foil or line.
  - For the rudder: Raise both sections of the foil, unscrew the Torx head on the lower end of the thinner vertical section and remove the horizontal section (taking care not to lose the screw). Once the horizontal is removed, pull the vertical sections up out of the rudder box.
- Stow the foils in the RIB
- Lift the bow of the boat onto the RIB tubes and pull the boat up, taking care of the foils
- Once the boat has been pulled completely out of the water, throw a rope over it or hold it down as you drive in

