

Welcome  
and thanks  
for coming!

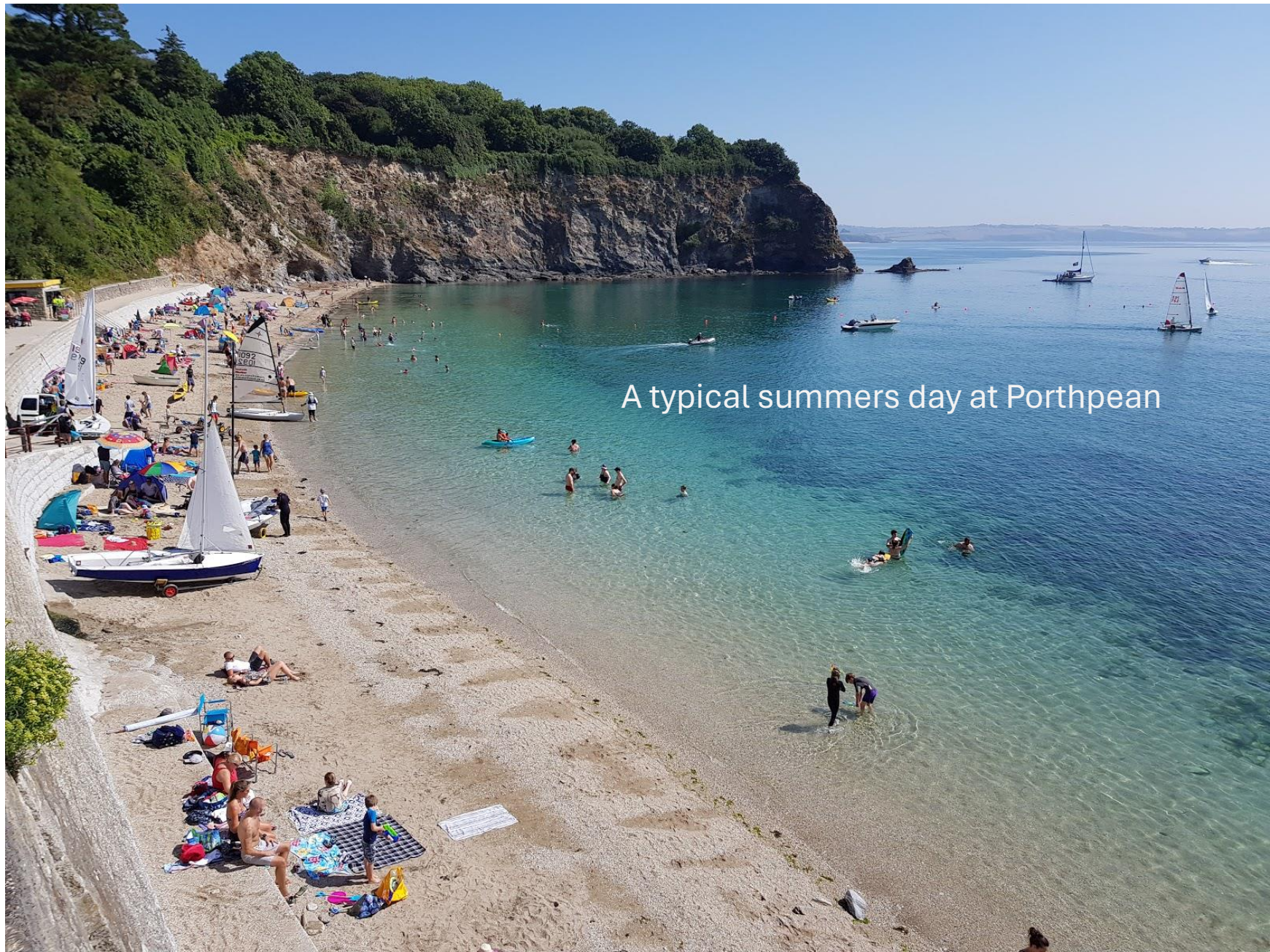


**Safety Talk**  
**Wednesday April 10th 1900**



# On the Beach





A typical summers day at Porthpean



Porthpean Sailing Club  
**Safety on the beach**

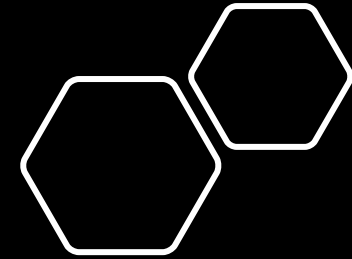
March 2024

**Some hints and tips for remaining safe and keeping others safe when launching and recovering our boats.**

*Our beach and slipway are often crowded and busy and as consistent users of the beach we need to be aware of those around us that are not aware of the dangers that are posed by our boats coming and going from the dinghy park to the sea so see below some hints and tips to keep ourselves and other beach users safe.*

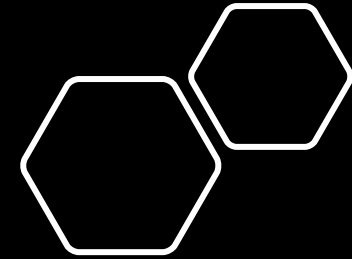
**Getting to the beach:**

- Having rigged your boat and being ready to proceed to the beach, be aware of other people on the slipway.
- Always be sure that you can stop your boat on the slipway as you proceed to the beach.
- On reaching the beach, place your boat head to wind before hoisting your sails and be aware of other people around your boat especially as the boom clears the deck and swings in the breeze, always be on the lookout for wind changes that can cause your rig to become a hazard.



### **Launching:**

- Once rigged and ready to launch try and choose an area that is clear of swimmers to launch.
- Single handers may wish to obtain help holding their boat until ready to launch.
- If launching into the wind push your boat far enough into the sea that some centre plate can be lowered before pushing off.
- Look for the most direct route through any surf.
- If launching downwind be aware of wind shifts that can cause your boat to gybe.
- Always be aware of swimmers and other watercraft.



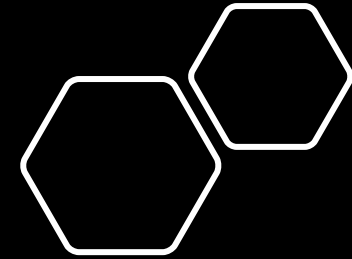
### **Returning to the beach:**

- When returning to the beach be aware of the wind direction, sea state, other watercraft and swimmers.
- If approaching the beach downwind, watch for a quiet patch in the wave pattern if possible.
- If approaching into the wind, watch for other water users and be aware of wind shifts that may cause you to tack unexpectedly.
- Try not to surf your boat on the waves as this can lead to a broach and capsize.
- Sometimes it is possible to slow your boat and remain in control by dragging a leg in the water.
- Choosing a spot between the waves to turn your boat head to wind and exiting the boat can be a way of keeping it under control.
- Be aware of people and small children on the water's edge.

### **Helping others:**

- Once you are safely on the beach please look to see if others are in need of help exiting the water.
- Lifting boats clear of the water, warning other water users of approaching boats and bringing trolleys to the water's edge are all of great assistance.
- Be aware of people and small children on the water's edge.
- Once onshore de-rig with care and exit the beach in an orderly fashion, be careful to watch for pedestrians on the beach and slipway.

***Please remember that the safety boat will need to be recovered and is easiest when we all stay and help***



# Power Boating





Model:	SR4M
Length Overall:	13'4" 4.05m
Length Inside:	9'7" 2.92m
Beam Overall:	5'10" 1.80m
Beam Inside:	3'1" 0.94m
Tube Diameter:	17" 43cm
Approximate Weight:	350lbs 159kg
Displacement Dry:	4100lbs 1864kg
Dimensions Swamped:	2300lbs 1045kg
Capacity Weight:	1430lbs 650kg
Capacity Persons:	6
H.P Longshaft Max:	50
H.P Longshaft Useful:	25 - 40
No. of Compartments:	3
Knots/MPH:	35/40



**All our boats are fitted with a 40hp 3-cylinder 4 stroke engine and carry a 25-litre fuel tank.**



This is the engine trim lever, located on the starboard side. Unlocking it will allow the engine to be moved either up or down. Locking it will keep it in the required position.

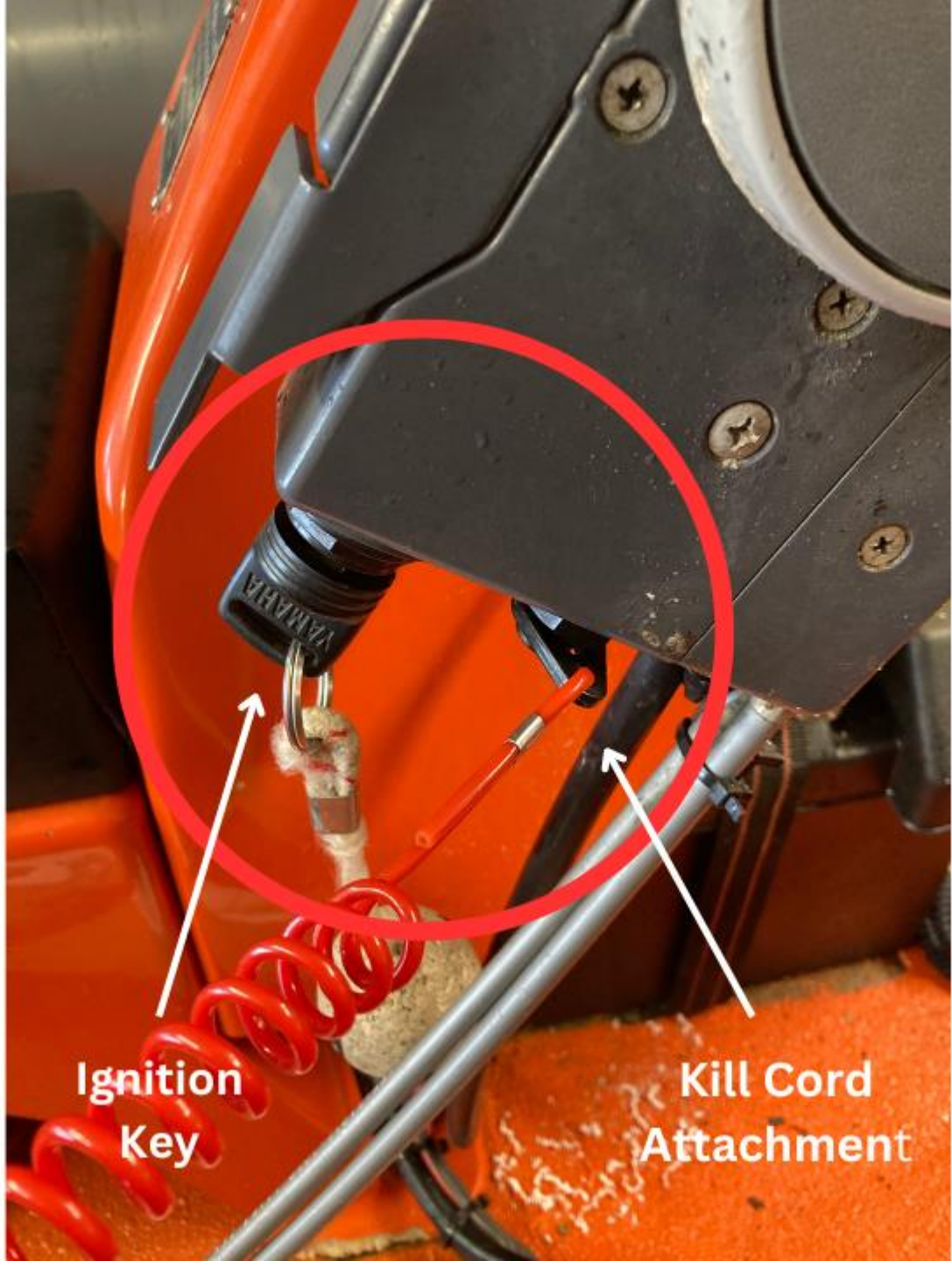




Water inlet



Muffler attachment  
Just add water



Ignition  
Key

Kill Cord  
Attachment



## Key Points to remember

- Ensure that the fuel tank is always full (Top up if required)
- Run the engine in the yard with the water attachment (Never Run dry)
- Test the horn.
- Load the boat with all the necessary equipment required for the duration.
- Take additional clothing, just in case you get cold (Drinks/snacks)
- Make sure that both occupants of the boat have a kill cord.
- NEVER drive the boat if the kill cord is not attached to you.
- Ensure that the rear of the boat is clear of people and rope always before starting your engine.
- As soon as there is sufficient water depth lock the engine in the vertical position.
- Avoid aggressive accelerations and drive at a sensible speed until you are in open water.
- Communicate with your crew members and keep a lookout for swimmers and other water users.
- If someone needs your assistance carefully manoeuvre the boat into a useful position to avoid people and equipment, keep the engine prop away from everything, Kill/stop the engine.
- Always follow the last boats into shore.
- Before getting too close to the beach unlock the engine in preparation.
- Ensure there are sufficient bodies on the beach to aid recovery.
- As you approach the beach at slow speed keep a look out for other water users.
- Have your crew standing by on the engine so when the engine is stopped, they can swiftly lift and lock into the up position.

# Course Setting





## Key Points to check

- Gather as much wind data as you can from the weather links on the club website.
- The Davis weather app is free and shows live data and can be useful.
- Discuss with the OOD the plan for the course and ensure that as much information as possible is added to the white board adjacent to the changing area.
- Give yourself plenty of time to get out on the water and set up.
- Motor out to the beach marks and attach the inflatable marks with suitable counterweights.
- Bring the boat to a stop, standup and present the burgee towards the wind to get an idea of the wind direction.
- If possible, try and get your windward leg in first, if the wind is shifty be patient and establish its average direction.
- When you are satisfied with your windward leg, set your wing mark proportionally to the length of your windward leg.
- Course length is determined by the numbers of boats racing and the wind conditions.
- More boats, more wind = bigger course
- Beach marks to the mussel farm is approx. 0.5 NM (926m)
- Distance can be checked with GPS, a distance finder or Rule of thumb
- Get your start line set up, don't make it too short.
- Get someone to sail through your line and adjust if necessary.
- You are all set!



# WEATHER LINKS

[BBC Local Weather Forecast](#)

[NCI Polruan Live Weather](#)

[NCI Charlestown Live Weather](#)

[Big Salty – Charlestown Harbour](#)

[Lands End weather](#)

[Metcheck](#)

[Met Office](#)

[Weather Online](#)

[Wind Finder](#)

[Wind Guru](#)

[Wind Map of Britain](#)

[Wind Map of Cornwall](#)

[Beaufort Wind Scale](#)

[Tide Tables – Easy Tides](#)

The club website has popular links to local weather data

The Davis weather app is free and offers live data from both Charlestown & Polruan

Station Tier: BASIC Upgrade

### NCI CHARLESTOWN

Carlyon Bay,England,GBR

**53°F**  
Feels like 45°F

Today Hi/Lo Temp  
Hi: 54°F @ 2:14 PM  
Lo: 44°F @ 3:28 AM

Today: Sunny

Hum 63%	Pressure 30.11 in Hg	Sunrise 6:37 AM
24 hr -- in	W 16 mph	Sunset 8:05 PM

**Forecast**

**7-day** Hourly



Station Tier: BASIC Upgrade

### NCI POLRUAN

Polruan,England,GBR

**55°F**  
Feels like 46°F

Today Hi/Lo Temp  
Hi: 56°F @ 2:40 PM  
Lo: 43°F @ 3:23 AM

Today: Sunny

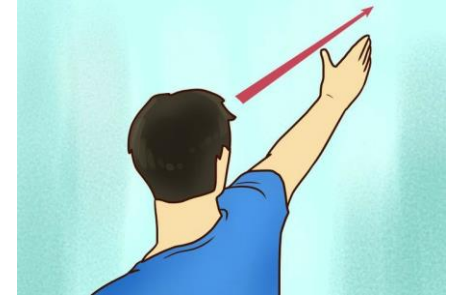
Hum 54%	Pressure 30.05 in Hg	Sunrise 6:36 AM
24 hr 0.06 in	W 17 mph	Sunset 8:04 PM

**Forecast**

**7-day** Hourly

## Rule of thumb

Hold one arm straight out in front of you, elbow straight, thumb pointing up.

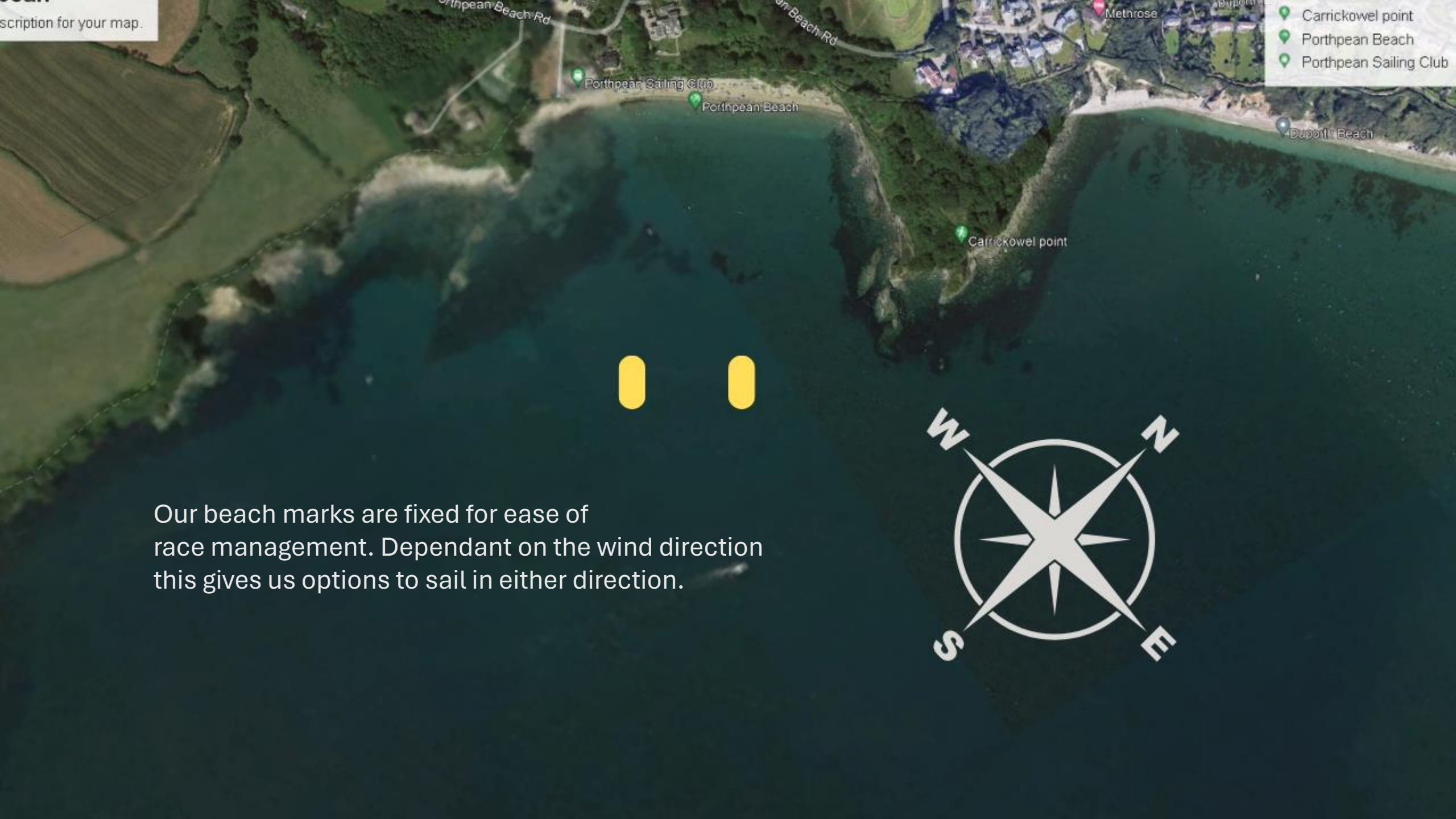


Close one eye, and place your thumb over a course mark, approx width 1 metre. Without moving your head or arm, switch eyes, now sighting with the eye that was closed and closing the other. Your thumb will appear to jump sideways because of the change in perspective.



Let's say it jumped about 20 times the width of the mark, or about 20 metres  
Now multiply that figure by the handy constant 10 (the ratio of the length of your arm to the distance between your eyes).  
Now you get the distance between you and the mark, 200 metres.

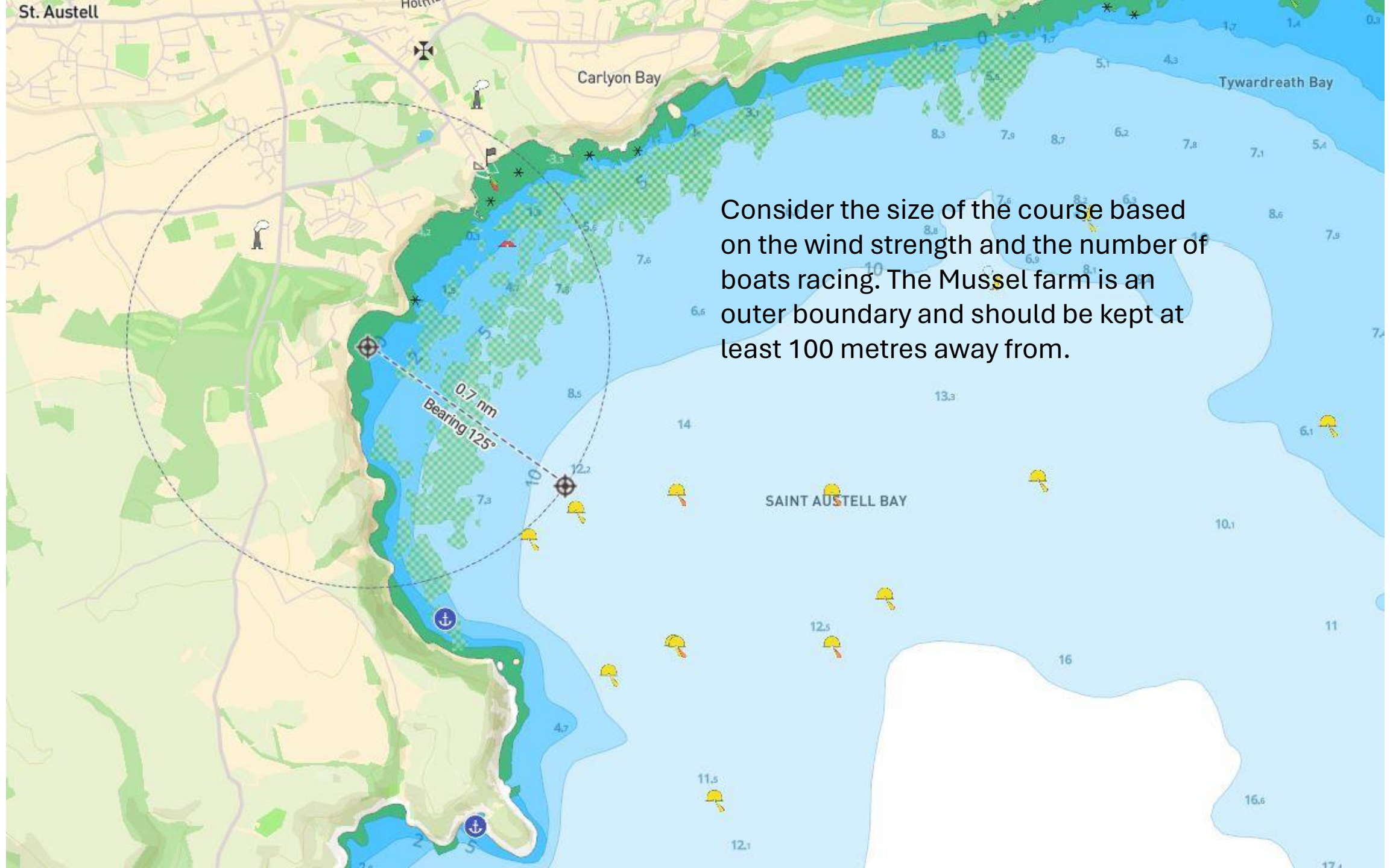
description for your map.

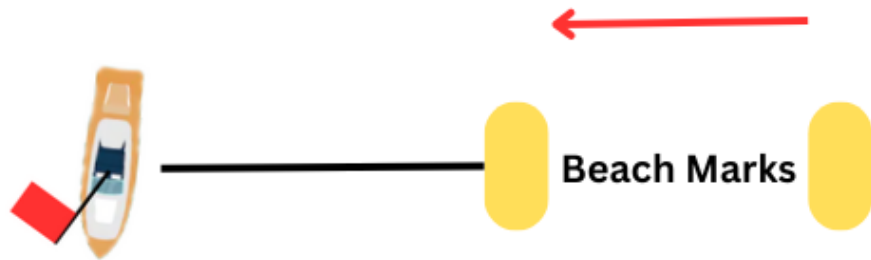


Our beach marks are fixed for ease of race management. Dependant on the wind direction this gives us options to sail in either direction.

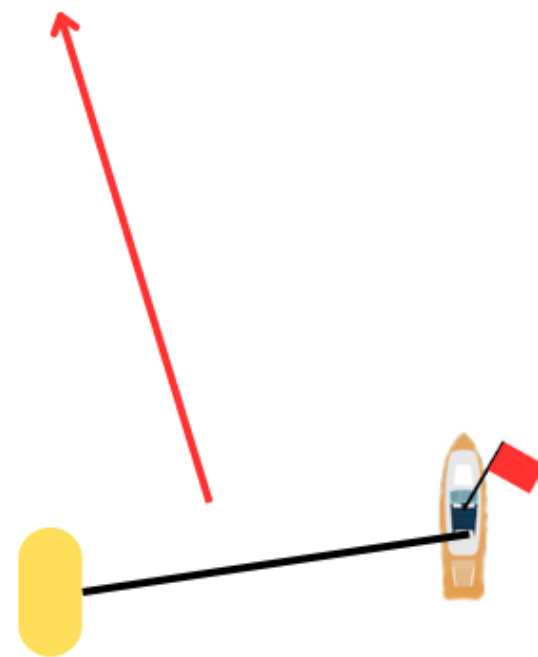
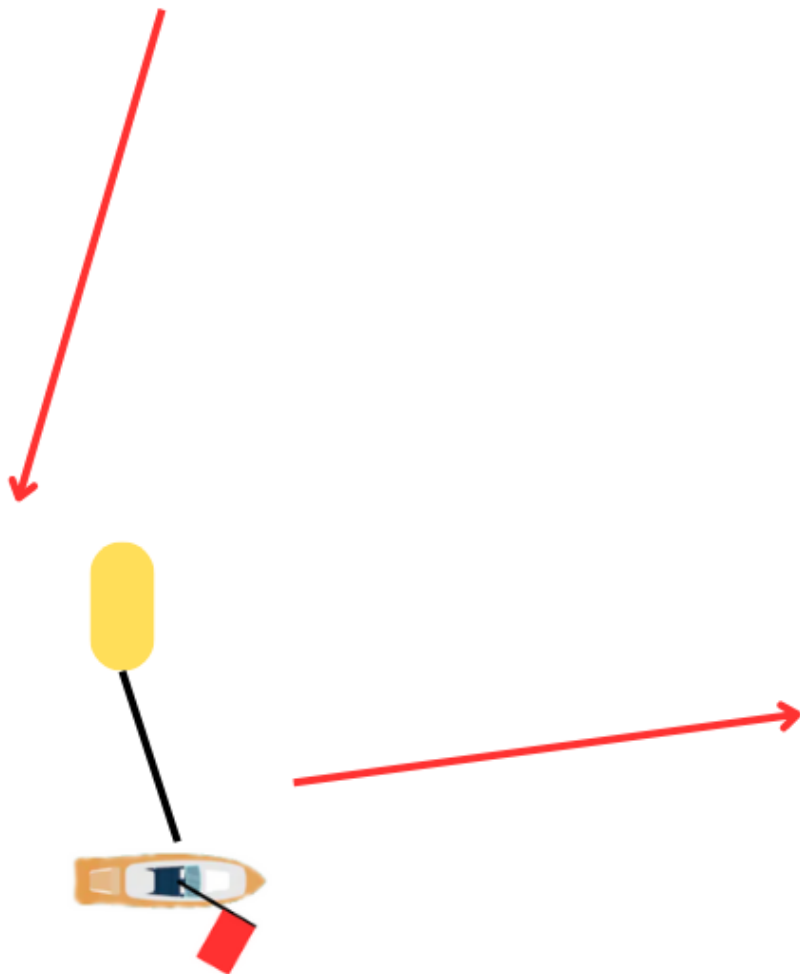


Consider the size of the course based on the wind strength and the number of boats racing. The Mussel farm is an outer boundary and should be kept at least 100 metres away from.

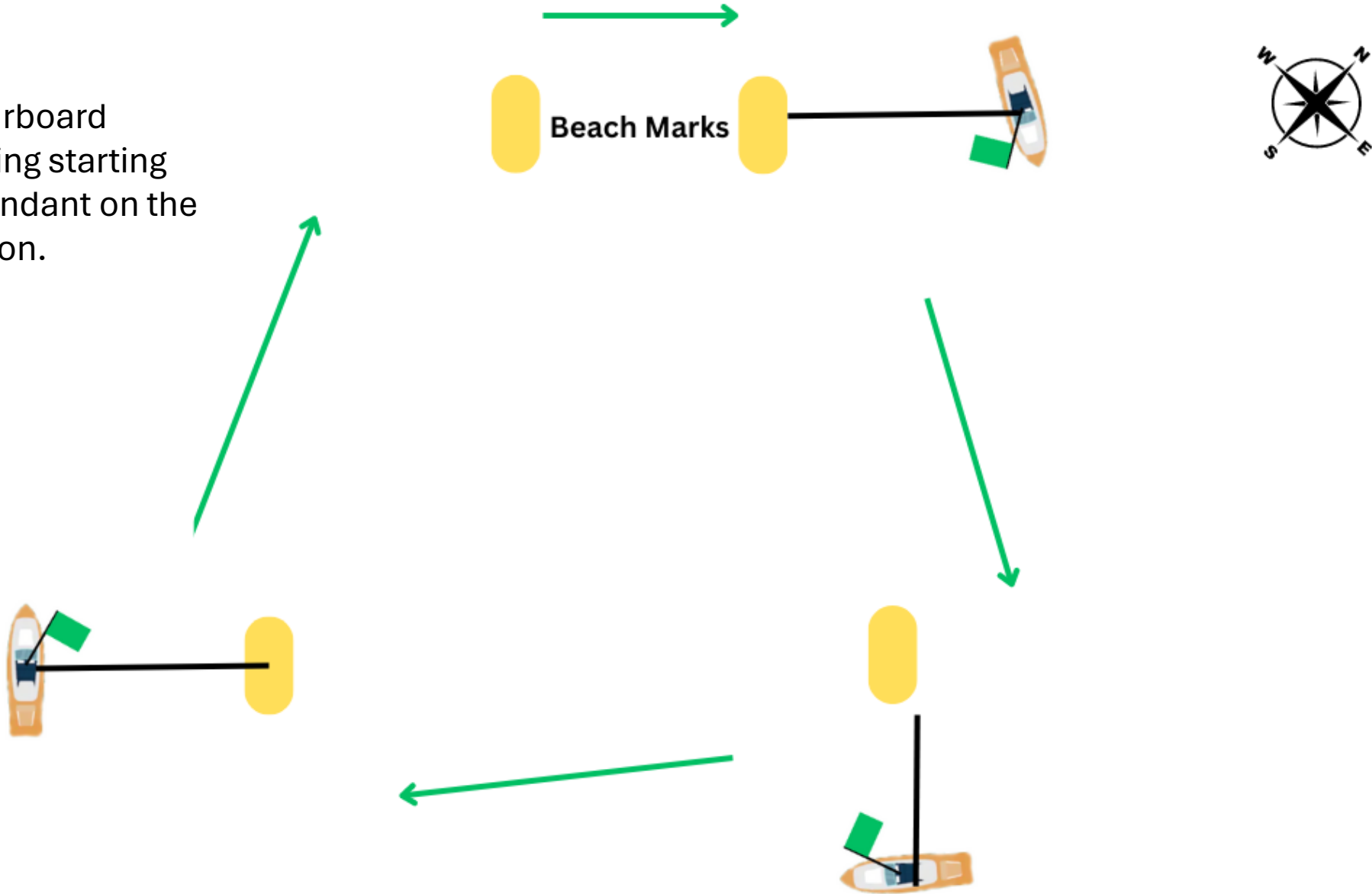




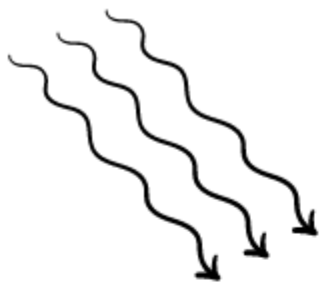
Possible port hand rounding starting points dependant on the wind direction.



Possible starboard hand rounding starting points dependant on the wind direction.







Westerly Wind

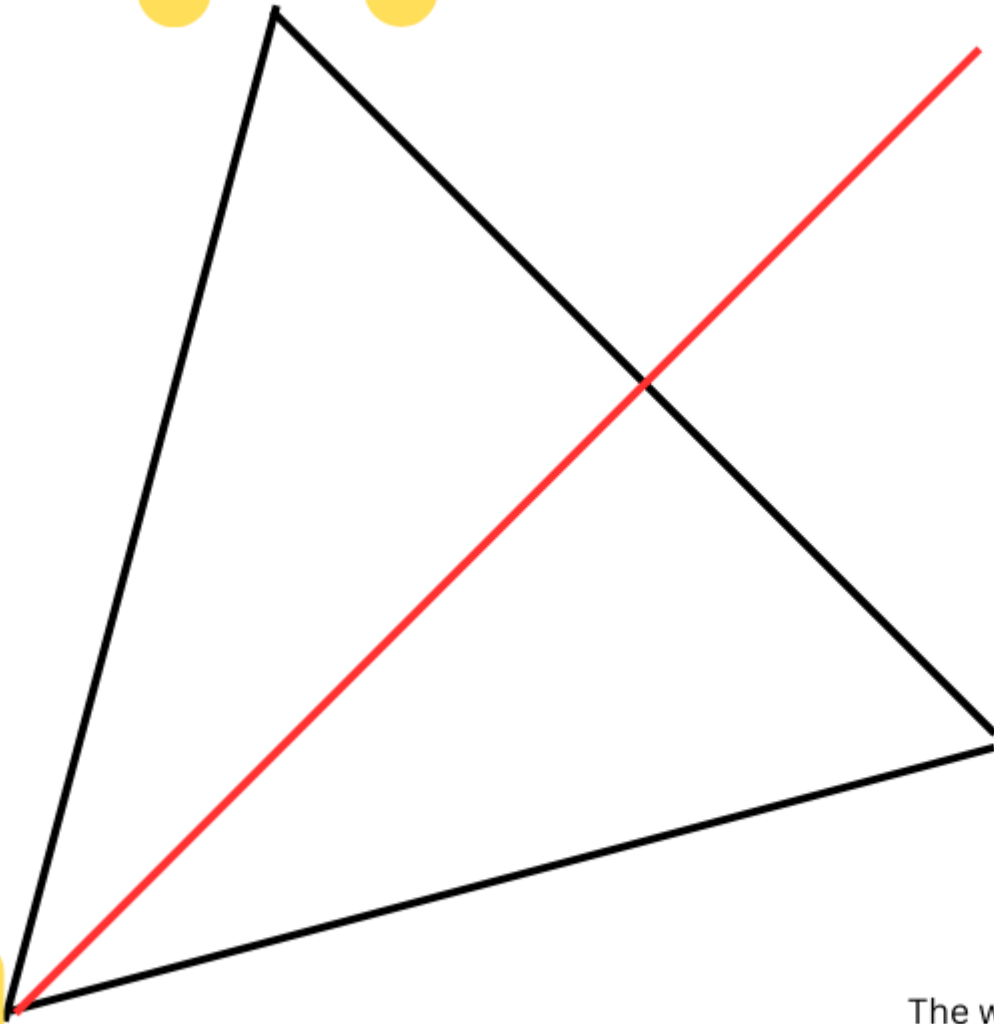


Beach Marks

Windward Mark



Wing Mark



Leeward mark

Here we can see a typical set up , an equilateral triangle is a good starting point. The wing mark divides the windward leg, this can of course be tweaked at an appropriate time if required.

To determine the length of the starting line you need to use this formula:

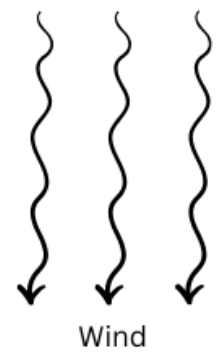
$$\text{Starting line length} = \text{Number of boats} * \text{Average length of all boats} * \text{Multiplying factor}$$

In our club case, where the boats are different types, you must choose a Multiplying Factor from 1.1 to 2. Consider the level of agility of the participating boats (in case of skiff boats up to 3).

In case of high winds/big sea, increase the Multiplying Factor but without exceeding 3.

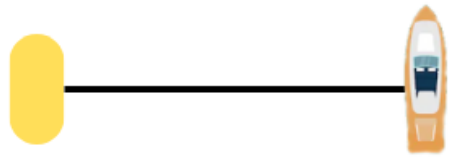
We can assume that average boat length at Porthpean is 4 metres, the above formula is looking at a championship length line although it indicates that number of boats and the sailing conditions should be considered when setting your line.

Using the burgee in the safety boat it is possible to set up sensible line bias. Small anchor adjustments can be made if required. Never be afraid to ask someone to test your line.



Set up for a port hand course

Square line, no bias



Starboard bias 10 degrees

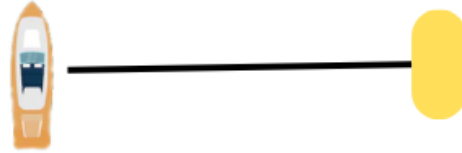


Port bias 10 degrees



Using the burgee in the safety boat it is possible to set up sensible line bias. Small anchor adjustments can be made if required. Never be afraid to ask someone to test your line for you.

Square line, no bias



Starboard bias 10 degrees









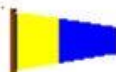



Port bias 10 degrees








Set up for a starboard hand course

## Race Starting Signals

<p>Port/Starboard Indicates the direction of racing and that you are on station awaiting instructions from the OOD</p>			<p>No Sound Signal required</p>
<p>Warning Signal Pennant 5 Raised to signal 5 minutes</p>			<p>One Sound Signal</p>
<p>Preparatory Signal Flag "I" Raised to signal 4 minutes</p>			<p>One Sound Signal</p>
<p>One minute warning Flag "I" Lowered to signal 1 minute</p>			<p>One Sound Signal</p>
<p>Start Pennant 5 Lowered to signal The Start</p>			<p>One Sound Signal</p>

## Other Warning Signals

<p><u>Individual Recall</u> Flag "X" If some competitors are deemed to be over the line raise and call out their sail numbers. Flag is removed when identified boats have restarted correctly under the requirements of "I" Round the ends</p>		<p>One Sound Signal</p>
<p><u>General Recall</u> 1st Substitute If more boats than can easily be identified are deemed to be over the line raise this flag. Wait until everyone has returned to the starting area and await a 6-minute countdown from the OOD. Flag is removed at 6 minutes a new starting sequence follows 1 minute later 5-4-1-Go.</p>		<p>Two Sound Signals</p>
<p><u>Postponement</u> Answering Pennant This can be flown at any time and will delay the start. EG wind has shifted, someone needs assistance etc. Flag is removed at 6 minutes a new starting sequence follows 1 minute later 5-4-1-Go.</p>		<p>Two Sound Signals</p>
<p><u>Shortening Course</u> Flag "S" This flag is flown to indicate that the course has been shortened. It should be shown asap when the leading boats come onto the last leg before the finish.</p>		<p>Two Sound Signals</p>
<p><u>Abandoning a race</u> Flag "N" For whatever reason it may be deemed necessary to abandon a race. Sailors should be encouraged to make their way ashore as quickly as possible.</p>		<p>Three Sound Signals</p>



In the words of Buzby  
“It’s good to talk”  
So, if you’re not sure  
about anything just ask.