SHANKLIN SAILING CLUB

Safer Sailing

Aim

A brief, hopefully easy to understand guide to help make our sailing on the water safer.

IMORTANT: Prepare and plan your outing 😊

Additionally, here is a link to the RNLI Dinghy Sailing Sea Safety Guidelines.

How to Right a Capsized Sprint 15

Being able to right your Sprint 15 is not easy but a key skill. Correct technique is very important.

If you don't know how, or need a refresher, please use this link to learn it and please do capsize drills when you have appropriate support available: https://www.sprint15.com/faq/capsize.php

Clothing

As well as the mandatory buoyancy aid, wear appropriate clothing for the conditions at hand. It can get cold even in summer if you are getting splashed all of the time! E.g.:

Sunscreen	Hat	Gloves	Wetsuit / drysuit	Boots

Sailing with others

1. Where possible, sail with others. There is definitely safety in numbers.
2. Look to the most knowledgeable sailors for outing advice e.g. where, when and if the conditions are suitable.
3. Always look out for each other and do not separate too far apart.
4. If someone looks to be in trouble, assist immediately unless you feel that it would also put you in trouble, in which case, seek outside assistance (from the water or ashore):
    a. From mobile call 999 or 112 and ask for the Coastguard
    b. From VHF, call "Mayday" on Channel 16

Weather

Sail within your limits, particularly if there is no safety support and make sure your boat is seaworthy (recommendations to follow).

Check the weather forecast:

Example resources:

- https://www.shanklinsailingclub.com/weather.php
- https://www.windfinder.com/forecast/shanklin

Shanklin Sprint 15 specific Beaufort Scale:

Beaufort No.	Description	Knots	Recommended
0	Calm	<1	Do not go sailing – you can only drift on the tide or paddle!
1	Light Air	1 to 3	Beware the tide as it could be faster than you.
2	Light Breeze	4 to 6	Good, light wind conditions but still be aware of the tide direction and turning time. Make sure you are up tide for the end of your session.
3	Gentle Breeze	7 to 10	Good sailing conditions.
4	Moderate	11 to 16	Great sailing conditions in Shanklin Bay. Be aware: • Whitecliff Bay and Luccombe Points can start to get quite rough
5	Fresh Breeze	17 to 21	Very capsizable conditions. Know how to right the boat and probably best to stay in the bay.
6	Strong Breeze	22 to 27	If inexperienced, **AVOID**. If experienced, still consider your fitness etc. and probably best to stay in the bay.
7	Strong Breeze	28 to 33	If inexperienced, **AVOID**. If experienced, this is potentially boat and person breaking conditions. There is always another day.

Always keep an eye on the horizon for squalls. Better to be on the beach at a close landing point (e.g. Shanklin, Sandown, Bembridge, Whitecliff Bay) than be hit by a squall with unpredictable heavy wind, rain and/or lightning.

Can Equal

Wind direction (*beware the Easterlies****):***

Wind direction can have a big impact on our sailing from Shanklin.

Be aware of **CURRENT OR RECENT EASTERLIES** that can make for **BIG SURF**.

Launching can become treacherous and landing can mean surfing into the beach at boat crunching speeds:

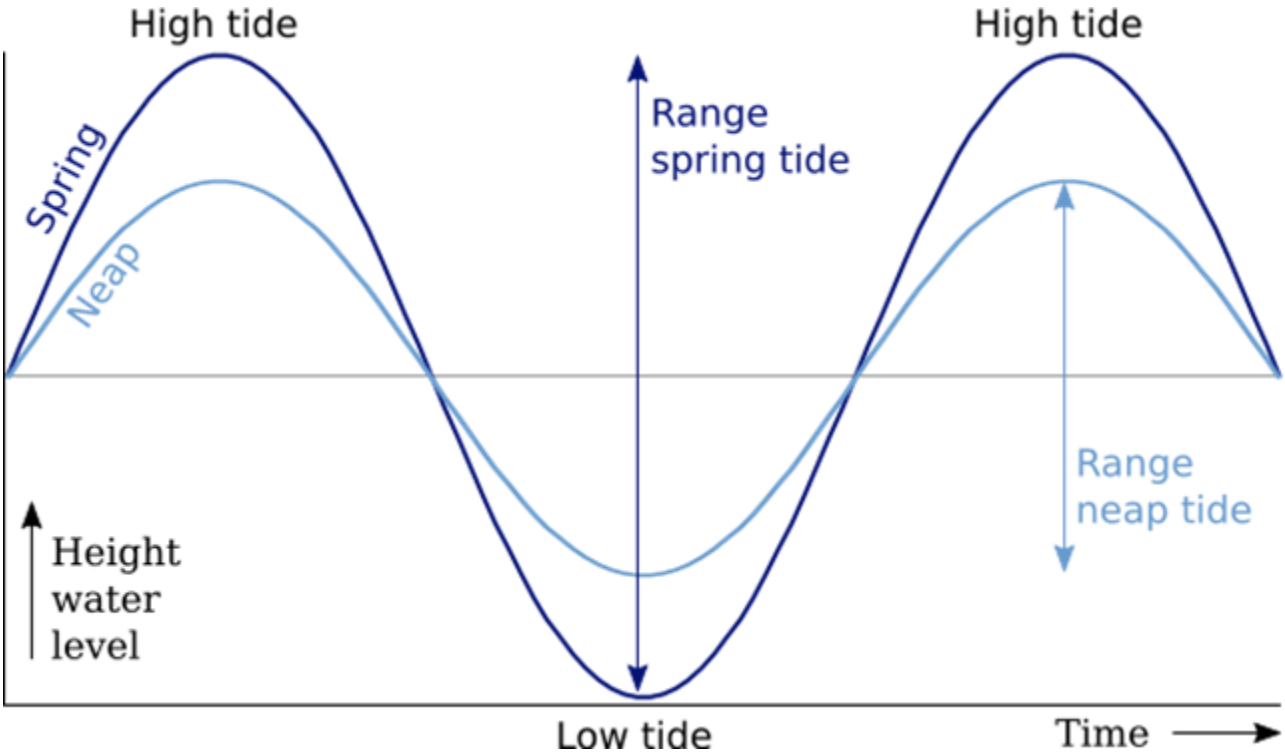
Tides

Resources:

- BBC Sandown Tides
- Tidal stream in Sandown Bay

Spring tides give higher tide heights and lower tide heights. This means **faster moving tidal currents**.

Neap tides give lower high tides and higher low tides. This means **slower moving tidal currents.**



Tidal Considerations (where to sail):

Light winds: Make sure you are up-tide at the time you want to head back so you can sail back with the help of the tide.

Strong winds: Tidal currents can have a significant effect on the sea state. Wind-over-tide (wind against the tide) can create difficult to navigate, short steep waves that a Sprint 15 finds it difficult to go downwind in.

Whitecliff Bay and Luccombe Points can become **particularly difficult** to navigate with strong currents and eddies with very steep waves. Serious consideration should be made about avoiding these areas.

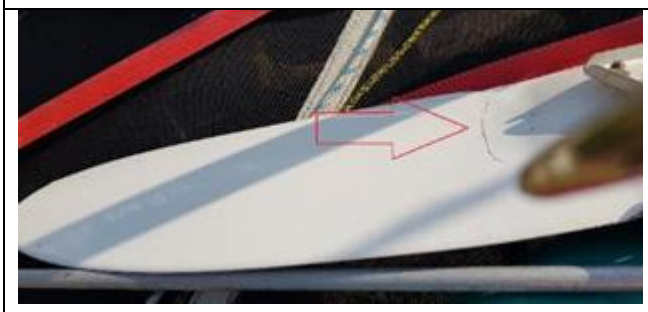
Quick (not exhaustive) Seaworthiness Check List

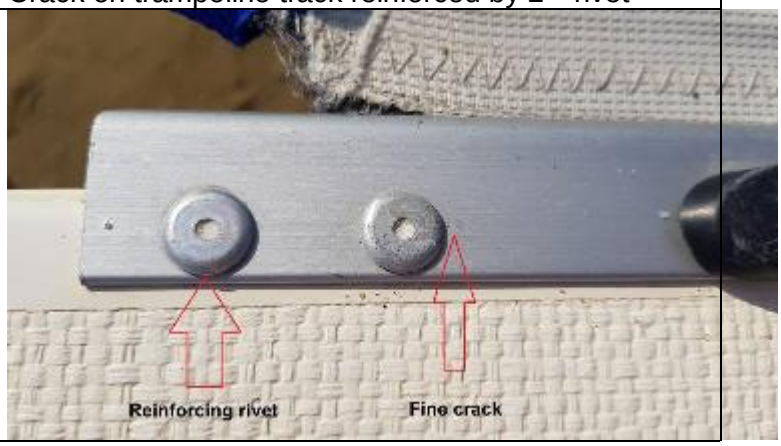
Below are some items that are well worth keeping an eye on. Please note that this is not an exhaustive list.

Description	Checked Y/N
Cracks (think of cracks as the start of a failure that can happen unpredictably):	
• Rudder blades ○ cracks can let in water that, at speed, create pressure and can cause the blade to explode	
• Tiller arms (inspect all over, particularly underneath) ○ good to catch early and get welded. Rudder alignment will need to be redone after welding due to potential distortion	
• Tiller extension UJ (universal joint) ○ Recommended to change immediately if cracked although it is possible to sail in an emergency by just holding the cross bar	
• Trampoline tracks ○ Cracks will start to propagate from the rivets. Reinforcement rivets can help stop failure. Old style tracks are no longer available so prevention saves on requiring new tracks and a new tramp (£££s)!	
• Mast – particularly by the hounds (where the rigging mounts)	
Rudder lock system	
• This can get stuck but a regular blast of Duck Oil will help ensure smooth running in the absence of a full service (www.sprint15.com/faq/rudders.pdf)	
Wire rigging (wires fatigue over the years)	
• To check, hold the wire close to an end and bend the swaged terminal to both sides looking for any loose strands of wire to spring out.	
• Check the bridal wire chain plates for cracks. A crack here is an imminent failure!	
• The jib halyard will start to fray regularly	
• The forestay wire strop (up by the hounds) is one to a keep particular eye on	
Hatch covers: Make sure O Ring is in good sealing condition and that the cover is not cross threaded (turn it backwards until it clicks before turning it forward again to close)	
Ropes (check for wear and that any knots are secure)	
• Sheets, traveller, downhaul, halyards, toe strap ties	

Examples:

Mast cracks that have been repaired.

Crack in rudder blade (repair or replaced before use):	Cross threaded hatch cover will not seal
	

Crack in Tiller Arm (get it welded (again))	Crack on trampoline track reinforced by 2nd rivet
	

UJ in good condition. This rope version offers a good safety backup in case of failure	This is broken! Throw it away!
	

Look for corrosion on rudder stocks	Hidden rudder stock corrosion
	

With the mast down, check the mast ball and base. The stainless-steel plate on the inside of the mast should be intact and the ball has a stainless-steel insert that should be proud of the ball