



Peterborough Sailability

PERFORMANCE TRAINING MODULE

PTM 10: Coastal Weekender (Whammel) Training



Requirement

There is a requirement to train new and existing volunteers who may be suitably qualified, but understandably have little knowledge on how the Coastal Weekender boat should be operated safely and in an acceptable manner. There is also a requirement to provide refresher training to previously trained volunteers to refresh and maintain their knowledge on an annual basis.

Aim

The aim of this procedure is to provide training, information & guidance to new and existing volunteers and a refresher course to those previously trained in all areas of sailing the Coastal Weekender boat, including preparation, launching, rigging, sailing, recovering, de-rigging and storage.

Method

Everyone involved in sailing the Coastal Weekender boat must be familiarized with the methodology by means of written and/or verbal instruction, observation, participation and assessment from seasoned members of the group. Common sense will prevail and by these methods the Helm and Helpers will be able to carry out the objectives safely and without endangering themselves, other crew members and without causing damage to the boats and/or equipment.

Introduction

Peterborough Sailability took delivery of a Coastal Weekender in October 2017 as a replacement for the similar but older Lune Whammel donated to Peterborough Sailability earlier that year. The boat is used to take our Sailors on Gunwade Lake at Ferry Meadows.

The Coastal Weekender is a 17ft 6 inch (21 foot with bowsprit) traditionally styled day boat of lap-strake design built in GRP with 2 pack foam buoyancy and hardwood trim. The boat weighs 550kg and has a long shallow keel drawing a minimum of 450mm. The boat is rigged as a Gaff Sloop with a fore sail on roller reefing gear and varnished softwood spars. The boat is also equipped with an electric outboard motor set in a well

The Coastal Weekender has a;

- CE Category C specification (Inshore waters) rating for 7 crew/passengers
Note: Peterborough Sailability limits the maximum number of persons to be carried to 6.

Qualifications & Training

This boat is a mono-hull and the helmsman must hold RYA Dinghy Level 2 qualification or equivalent. Those qualified only to sail Challenger Trimarans are not qualified to sail this boat without formal mono-hull training. Training will be provided by our Senior and Assistant Instructors. The SI will finally approve and qualify the person to RYA Dinghy Level 2 standard.

Capacity Restrictions

The Boat will be limited to a maximum of six persons comprising: helmsman, a carer or volunteer and up to four sailors. The ratio of carers to sailors may need to be higher in cases of high dependency. With disabled sailors on the boat there must be an able bodied person on board to manage the Sailors. This allows the helmsman to concentrate on sailing the boat.

Preparation of the Boat for Launching

This guide assumes that the boat has been left with the mast up and main sail still attached to the rigging. For guidance on rigging the boat from scratch (if the sails have been taken off for maintenance for example) liaise with SI or AI.

- Remove the boat cover and store tidily near the boat.
- Locate the key and remove the hitch-lock; stow this with the cover.
- Confirm that trailer tyres are adequately inflated.
- Mount electric engine in well and tie-off fixing screws, turn engine on and check operation.
- Ensure tiller is tied off centrally.
- Ensure keel drain bung located on port side on the keel towards the stern on the outside of the boat is securely in place.
- Ascertain the wind direction and ensure that fenders are mounted on correct side of boat for mooring alongside pontoon.

Launching

- Couple the boat trailer to tow vehicle, lift the jockey wheel & lock off, reverse the boat trailer down slipway until the rear rollers are just submerged. The launch crew is to act as banksman.
- Crew 1 takes aft mooring line to pontoon.
- Crew 2 winds the forward mooring line (painter) round the winch pillar and releases the tension on the winch strap until the load is taken by painter (boat may need a push). Uncouple the winch strap from the boat and allow the boat to roll off trailer keeping hold of the painter.
- Maneuver boat to the pontoon, location to suit wind direction and make fast.

Prepare for Sailing

- Pump out any water in the bilges and Check safety equipment.
- Consult with helm and SI as to whether a reef is required. The mainsail has two lines of reefing points; If a reef is required follow procedure below, otherwise:
- Remove sail ties and stow & ensure mainsheet has sufficient slack to permit sail hoisting.
- Position boat as near to 'head to wind' as practical.
- First tension the peak halyard (upper port side) which runs from the top of the mast to a block on the wire span on the gaff so that the gaff lifts to an angle of about 60 degrees to the mast.
- Holding the tension in the peak halyard take the throat halyard (lower port side) and place it alongside the peak halyard in your hand. Then haul the two ropes as if they were one until the sail is nearly hoisted.
- Temporally cleat the peak halyard and continue raising the throat until the desired clearance under the boom is achieved, make off the throat halyard to the lower port cleat.
- Take the peak halyard and tension until a crease starts to appear in the mainsail running from the peak to the tack at the inner end of the boom and make off to the upper port cleat.
- Coil both halyards and hang neatly on the cleat.
- Now tension the boom downhaul and make off.
- *Note: The crease formed in the mainsail should never be running from throat to clew as this will ruin sail shape and not drive the boat properly. The crease should disappear when the sail fills.*
- Scandalise the mainsail by hauling on the lazy jack line and making fast to its cleat.

Reefing

When a reef in the mainsail is required the procedure is as follows:

- If the mainsail has been raised fully:
- Adjust lazy jacks so that the boom is supported horizontally.
- Slacken downhaul. Lower peak halyard by about 15 inches
- Ease throat halyard and pull down on luff of sail until the first reef cringle at the luff can be engaged on the reef hook on the port side of the boom. (The second reef cringle goes on the starboard side.)
- Locate the end of the 1st reefing line (red coloured stopper) situated about three quarters the way along the boom, then haul it tight bringing the sail reef cringle down to the boom, and make off to the cleat further forward on the same side of the boom.
- It is important to draw the reefing line tight to get good sail shape, note the line runs so as to both tension the leech and draw out the foot of the sail.
- Re-tension luff halyard to give required headroom clearance under boom.
- Ease off the 'lazy jacks' so that the sail carries the boom weight.
- Adjust peak halyard, correct setting should just show a slight crease between peak and tack at mast end of boom when into wind.
- Re-tension down haul. Correct tension should produce slight crease at luff.
- Tie in the row of reefing points to tidy up the bundle of surplus sail. Reef point lines go around the sail bundle but not around the boom as the sail is a loose footed one.
- The second reef (if required) is a repeat but using the appropriate reef hook and reefing line, green stopper, and cleat on the opposite side of the boom.

Setting Off

- A Helmsman crew and sailors will be allocated to the Boat by the Shore-master, from this point the helmsman is in charge of the boat and is responsible for the safety of all passengers and the boat.
- Check that the boat is in a sea worthy condition and has been rigged correctly, in particular:
 - a) Halyard and downhaul made off on appropriate horn cleats for safety
 - b) Foresail sail tie has been removed and jib sheets are accessible.
 - c) Electric motor is operational.
 - d) Life belt on line is in position
 - e) Removable seats are fitted if necessary
- Ensure that boom is raised to provide additional headroom for boarding even if there is an offshore wind. Check that mooring lines are tight to minimize movement of boat during boarding.
- Helm to direct passengers to seating positions taking boat balance and trim into account, sailors to be boarded and seated one at a time. Where possible place someone capable of managing the bow mooring line forward on the pontoon side of the boat.
- Let the sailors and crew know what the intended sailing plan is and that they must remain seated at all times unless instructed otherwise.
- Lower boom into sailing position and check that there is adequate head clearance.
- Release tiller restraining stop.
- Advise shore crew of intended means of departure from pontoon and direct casting off procedure. Usually the foresail will not be set until underway. The engine should be used where it would assist a smooth and safe departure.. Mooring lines to be coiled and stowed ready for return to pontoon.

Sailing

- In training helm to experiment with sail setting and trim. The foresail should be set so as to achieve a good balance with the amount of mainsail deployed and just a little weather helm
- Helm to consider the degree of heel that would be comfortable for the sailors and should err on the conservative side. Heel can be controlled by sail setting (we are not in a race) and anticipation of gusts by watching the water surface. It may be helpful in light to moderate winds for the helm to sit to leeward where he will have a much better awareness of the actual heel.
- The helm can easily control tiller mainsheet and jib sheets but sailors should be encouraged to take an active part in sailing the boat when conditions are suitable.
- Helm to inform passengers when undertaking a maneuver so that they will not be caught unawares by boom crossing and change in heel.
- The helm should wary of gibing in windy conditions. Unlike a Bermudan rigged boat the helm has little control over the gaff which can flip over unexpectedly causing sudden heeling. In these conditions always maintain sufficient sea room to tack the boat.
- The margins of the lake are quite shallow in places and as the boat draws 0.45 metres care should be taken, it is recommended to keep 10 metres off the shore.
- In the event of an emergency the helm is to contact the shore-master by radio and call for assistance as necessary.
- In the extremely unlikely event of a capsize the helm and crew must immediately account for all passengers and free any that might be under the sail, keep everyone calm and await rescue.
- In the event of a man overboard; helm to appoint person to clearly point to the casualty continuously; helm call for help, throw lifebelt to casualty, tack or gybe boat and return to casualty, await rescue boat.

Departure and Return to pontoon

- At least one shore crew to assist boarding under direction of helm.
- The foresail can be set at this time by releasing the furling line and hauling on the appropriate jib sheet until the required amount of foresail is unfurled. Otherwise this sail can be set after leaving the pontoon. Note; Helm to ensure that there is a clear view forward under the foresail.
- Release mooring lines and cast off under direction of helm.
- When leaving and approaching the pontoon, maintain control of the main sheet, to ensure it does not catch on the pontoon cleats.
- As directed by shore master two shore crew to standby on pontoon to receive mooring lines.
- Return to pontoon when instructed by shore-master or earlier by agreement.
- Furl foresail before approach to pontoon. In windy conditions scandalize mainsail using the lazy jacks and approach under engine
- Determine appropriate line of approach to pontoon and verify that two shore-crew are in attendance.
- Advise all sailors to keep hands inside boat when approaching pontoon.
- Approach pontoon at slow speed, have forward crew hand bow line to shore and helm likewise with aft line. Instruct shore crew on adjustments to mooring lines.
- Instruct all to stay seated until told otherwise.
- Secure tiller amidships with strop.

Departure and Return to pontoon - continued

- Raise boom with lazy jacks (assist by pushing boom up by hand) and cleat line.
- Check that any wheelchairs or other necessary aids are in place before assisting with unloading sailors one by one.

Recovery

- Support boom on lazy jacks.
- Ease peak and throat halyards and pull on luff until throat reaches the boom. Flake sail over boom and continue to lower the peak until it lies on top of the boom. Secure sail to boom and gaff with sail ties removing as many creases as possible. Lower boom to rest on the transom.
- Secure tiller with strop.
- Reverse boat trailer down slipway with tow vehicle so that rear rollers just in water and maneuver boat on to trailer with mooring lines. Pay out winch strap and attach to boat. Winch boat on to trailer. Note: trailer must be attached to the towing vehicle at this stage.
- Tow boat to allotted space in Boat Park.
- Lower jockey wheel, detach trailer from tow vehicle and fit trailer lock.
- Secure foresail to reefing spar with sail tie.
- Remove engine and stow in shed, recharge if showing less than 90% charge.
- Stow fenders inside boat.
- Fit cover support and cover.

Safety

Boat training will include all normal boat handling skills including man overboard drill and managing the risk of capsize. The risk of capsize is minimal due to the design of the boat but if allowed to heel beyond 40 degrees it will take on water.

During sailing we need to keep our Sailors reasonably firmly in their seats, to achieve this the helmsman should prevent the boat from heeling as much as is reasonably possible taking account of the disposition of the sailors. The sails can be reefed according to conditions, particularly with a gusting wind. The duty Senior Instructor will determine when the weather conditions require a reef to be set or it is unsuitable for sailing.

Whilst we are on the water with our boats we provide Safety Boat cover. In case of emergency the helmsman must immediately radio the Shore-master for the Safety Boat.

The Boat has an electric powered outboard motor fitted, which can be used for example; when leaving and returning to the pontoon, during light winds to take sailors onto the lake, in stronger winds if the sails are not used and in an emergency.

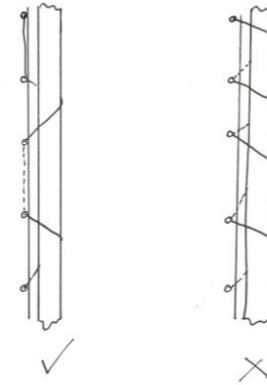
***Finally ~ We all enjoy our sailing so let's do our best to convey
our pleasure and enthusiasm to all our sailors***

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17' 6" Coastal Weekender Sailing Craft (Whammel) ~ Sailing Rig, Gaff Sloop



Peak halyard in relation to Lazy Jacks



Lacing the sail

