



# Sailability Shorncliffe

Queensland Australia

## *Sail Safe* SAILING SKIPPER

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### Document Information

Version	Date	Person/s	Comments
1	22 Aug 24	Owner: Andrew Milne Writer: Donna Wenham Approval: Peter Tyrrell, President	

## *Sail Safe* SAILING SKIPPER

## PROGRAM STATEMENT

**Sail Safe** is Sailability Shorncliffe's accreditation program for sailing and motorboat skippers operating at Sailability Shorncliffe. It is a practical, commonsense program with a clear focus on sail competency and safety.

**Sailing skippers** will familiarise themselves with the idiosyncrasies of the Access 303 dinghies, as well as the sailing conditions of the Cabbage Tree Creek estuary. Skippers are also coached in procedures and protocols that create a consistent and predictable sailing environment, thereby enhancing safety.

The Sail Safe Sailing Skipper program requires the prospective skipper to complete a minimum of three coaching sessions plus an additional final one in upper end sailing conditions ("three plus one"). Each coaching session will be a minimum of 45 minutes in duration.

**at pontoon**

- identifying boat parts – using *sailing terminology*
- preparing boat - *rudder, securing centreboard, joystick*
- setting sail – *mainsail, jib, sheets, outhaul, furling lines* (main then jib)

**casting off**

- checking surrounds
- casting off

**under sail**

- *radio check*

**AWARENESS** of surrounds, other craft, wind and tide

- *reading the wind* - feeling it, seeing it, using it
- *tide* – observing strength and direction, and its effect on boat
- *steering and sail trim*
- using *tell tails*

**making PRUDENT DECISIONS** (wisdom, judicious)

- a **PLAN** (based on conditions of the day)
- returning to pontoon **ON TIME**
- **RESPECTING** conditions – being proactive in reducing sail
- **SAFETY BOAT** first
- **RADIO PROTOCOLS** – pontoon and safety boat

**docking**

- furling sails to de-power rig
- approach to pontoon
- securing boat – tie off boom, remove joystick, tidy ropes

**feedback and revision**

**preparing boat / setting sail / casting off**

**right of way rules**

- *power v sail*
- *port and starboard*
- *leaving and entering port*
- COMMONSENSE – follow the rules *but* be aware others may not!

**navigation**

- *boundaries* of area of operations
- *obstacles* – markers, sandbanks, rocks
- *upstream / downstream and upwind / downwind*

**points of sail**

- *pointing, reaching, running (and “head to wind”)*
- being “*in irons*”

**sailing maneuvers**

- *tacking, gybing, luffing, feathering*

**stalling** – why you lose steerage and how to avoid it!

**furling / docking practice** (touch and go)

- *GOING AROUND* - don't hesitate!

**feedback and revision**

**flying analogy**

- assessing *weather conditions*
- *safety* paramount / risk aversion
- the captain's *responsibilities (total)*
- *training, experience and procedures key*
- *docking / landing and "going around"*
- *stalling*

**docking**

- *check approach* to pontoon – visual and radio
- *furl sails* to reduce power (main then jib) / paddle at ready
- *base and final approach* - GO AROUND if necessary
- sheet in mainsail (to avoid hitting crew on pontoon)
- furl jib
- *secure boat* – tie off boom, remove joystick and tidy ropes

**casting off**

- check *client*
- insert *joystick* (*and* check movement)
- untie *boom* (but keep sheeted in)
- unfurl *jib* and *mainsail* sufficient for conditions
- *check surroundings* (for other craft)
- give *clear instructions* when ready to be cast off  
(a push on the boom is helpful to give steerage)
- DO NOT be hurried!

**Knowledge and operation of Hansa Access 303**

Note: Refer to Sailability Shorncliffe Hansa Access 303 Rigging & Launching Guide (Vers.6) for information boat parts, rigging, safety recommendations, etc

- *Skippers are encouraged to learn about the workings of the Hansa Access 303 by helping to rig the boats in preparation for the day's sailing.*
- *Skippers are expected to help unrig the boats – undo nut locking mast, remove rudder, undo shackle from clew, remove boom and big pin from centreboard.*

**Awareness of conditions of the day**

- *Skippers are encouraged to check the weather forecast and the tides prior to the beginning of the day's sailing and to monitor ongoing changes in conditions.*
- *Hansa Access 303 dinghies must be de-powered by furling sails in stronger winds. They will sail well on furled mainsail alone.*
- *'Wind against tide' can create very choppy and challenging sailing conditions.*
- *Skippers are encouraged to be prudent - always err on the side of caution.*

**Application of navigational skills in area of operation**

- *Right of way rules: Same tack - leeward sailboat has right of way. Opposite tack– starboard has right of way. Running downwind and overtaking- boat ahead as right of way. Sailboat has right of way over powerboat. Ultimately common sense prevails to prevent collisions. Note: When the wind is coming from the right side of the boat, the boat is on 'starboard' tack. If two boats are sailing side by side, the downwind boat is said to be 'to leeward'.*
- *The area of operations extends downstream to Baxter's Jetty & upstream to the last public boat ramp adjacent to Nundah Creek. Nundah Creek must can only be accessed on a high tide & usually only as far as the bird hide. Beware there of reef adjacent to bird hide. Check with the safety boat if unsure.*

**Application of boat handling skills**

- *Skippers can provide an enjoyable experience for our clients by sailing the boat in a calm, smooth and predictable way.*
- *Keep manoeuvres controlled and decisive. It is advised to alert the client to a manoeuvre e.g. "tacking, 1,2,3".*
- *All boats rely on the movement through the water to maintain steerage. If the boat stops, the rudder can 'stall' leading to a complete loss of steerage. Turn into the tide rather than away from it. Keep sails properly trimmed to maintain speed and therefore manoeuvrability.*

**Application of skills to safely dock**

- *Radio protocols: Skippers are required to do radio check with the pontoon after leaving pontoon at the start of the day's sailing. Use open channel 20 at adequate volume to receive and transmit radio messages to and from other Sailability Shorncliffe sailing dinghies, safety boat and pontoon.*
- *Contact with pontoon should always be made prior to docking. Request a hoist if needed.*
- *Sails are to be furled to reduce speed and increase control prior to docking. Always have paddle handy. 'Go around' if necessary.*
- *Once docked, secure boat prior to unloading. Tie off boom. Tighten and cleat jib sheets. Secure paddle. Remove joystick. Ensure there are no obstructions.*



*Sail Safe* **SAILING SKIPPER**

**COMPETENCY SIGN OFF**

**Skipper** ..... **Date** .....

Skippers should be familiar with all relevant Sailability Shorncliffe policies and procedures.

Area	Knowledge/Skills	Confirmed
Knowledge and operation of Hansa Access 303	<ul style="list-style-type: none"> <li>Identifies Hansa Access 303 parts using sailing terminology</li> <li>Successfully rigs / de-rigs Hansa Access 303</li> <li>Competently operates Hansa Access 303 systems</li> </ul>	<ul style="list-style-type: none"> <li>Yes / No</li> <li>Yes / No</li> <li>Yes / No</li> </ul>
Awareness of sailing conditions of the day	<ul style="list-style-type: none"> <li>Awareness of wind conditions – direction, strength, variability</li> <li>Know’s the day’s tidal conditions – height, direction, amount of flow</li> <li>Makes prudent decisions based on sailing conditions of the day</li> </ul>	<ul style="list-style-type: none"> <li>Yes / No</li> <li>Yes / No</li> <li>Yes / No</li> </ul>
Application of navigation skills	<ul style="list-style-type: none"> <li>Applies right of way rules using common sense</li> <li>Observes navigational markers and boundaries of area of operations</li> <li>Uses points of sail (hard on wind, reaching, running) to navigate course</li> </ul>	<ul style="list-style-type: none"> <li>Yes / No</li> <li>Yes / No</li> <li>Yes / No</li> </ul>
Application of boat handling skills	<ul style="list-style-type: none"> <li>Maneuvers boat safely and confidently (tacking, gybing, luffing)</li> <li>Optimises sail trim on different points of sail (uses ‘tell tales’)</li> </ul>	<ul style="list-style-type: none"> <li>Yes / No</li> <li>Yes / No</li> </ul>
Application of skills to safely dock	<ul style="list-style-type: none"> <li>Uses radio protocols to obtain clearance from pontoon to dock</li> <li>Approaches pontoon with caution, sails furled and paddle at ready</li> <li>Secures boat when docked (tie off boom, remove ‘joystick’, tidy ropes)</li> </ul>	<ul style="list-style-type: none"> <li>Yes / No</li> <li>Yes / No</li> <li>Yes / No</li> </ul>

Coaching Record:    Session 1 Date .....                      Session 2 Date .....  
    Session 3 Date .....                      Final                      Date .....

This document confirms that the requirements for the safe operation of the Sailability Shorncliffe sailing boats have been met under the Sailability Shorncliffe Sail Safe program.

Signed ..... (Skipper)

Name and signature ..... for Sailability Shorncliffe