



2.4
QUICK
REFERENCE
GUIDE

New Forest & District
Sailability

Issue 3. March 2008

NOTES FOR USERS

These notes are provided for guidance to sailors of the New Forest and District SAILABILITY 2.4m boats at Blashford lake. A copy will be kept in the shed with the sail log and each boat should have its own copy of the pre-sailing **Essential Checks** permanently onboard. Individual copies of this **2.4 Quick Reference Guide** can be made available to NFDS members.

Definition of terms

WARNINGS are inserted which, if not observed, may result in major damage or loss of the boat and/or injury.

CAUTIONS are inserted which, if not observed, may result in damage to the boat or its equipment.

Notes are inserted to clarify a procedure, or to give information which is useful to the reader.

Sailing by Pupils or Not-Fully Able Persons

The NFS member briefing the sailor in the boat is to remain responsible for monitoring the safety of the sortie until its return and the boat is secured, or handed over to another competent member.

Amendments

Queries or proposals for amendment of this document should be submitted to the Sailing Captain, or any member of the NFDS Committee.

BEFORE SAILING

Sails

Sails for the 2.4 are kept in the NFDS shed. Please fully read these operating notes and take responsibility for correctly rigging/checking the boat and briefing any subsequent sailor of any defects found.

If the boat is found in poor condition or not moored correctly, advise the Sailing Captain or Boatswain before sailing.

Note: Please be totally open and honest in reporting defects/breakages. There is no 'witch hunt' in progress; this log is necessary to keep track of boat usage and to ensure that hull/sails/fittings are maintained in a fully seaworthy condition.

ESSENTIAL CHECKS

Hull and Deck

Condition No damage, clean.

Standing Rigging

Mast Foot secure in keel fitting.
Not exerting side force on deck aperture.

Shrouds Moderately tight ('plunk' not 'ping').
Bottle screws cannot turn
(See CAUTION).
Telltale wool in position
(two each side).

Forestay Secure, check deck fittings and cockpit cleats.

Backstay Secure, check deck fittings and cockpit cleats.

CAUTION: If the shrouds fail when sailing, the mast could be destroyed. If any of the shrouds are slack, the cause must be positively determined and corrected. If the bottle screws and locknuts are loose at either end, they must be attended to (seek advice from Boatswain).

Cockpit

Seat and keel cover ... In position.

Bilge water ... Pumped out.

All cordage/halyards... Neatly stowed.

Loose articles Removed.

Seat cushions As required.

Running Rigging

Main Halyard Will be found at the outer boom end, acting as a topping lift.
Ease halyard, release shackle.
DO NOT DROP BOOM ONTO DECK.
Check for free running, clear of shrouds and stays.

Jib Halyard Will be found on the Jib tack line at the stem.
Check for free running, clear of shrouds and stays.

Mainsheet Run correctly through the centre jamb cleat.

Jib Sheets Run correctly with fig '8' knots.

Steering mechanism ... All steering lines taut and not frayed.
If loose, correct the defect and check rudder centre position (*a helper will be needed*).
Check that Joystick & pedals (if fitted) operate smoothly.
Confirm rudder moves in response.

Bow and Stern painters ... Securely attached to the hull.

Any Defects Found

Annotate the relevant Defect Log page in the **NFDS Operating Guidelines** folder (held at the Secretary's desk) and advise the Sailing Captain or Boatswain at the same time if possible.

Do NOT continue to rig or sail the boat if its seaworthiness is in doubt.

LIMITATIONS

Wind speed

Limiting	Force 4 (approx 11 to 16 knots*).
Stop sailing	Force 5+ (above 21 knots*).

CAUTION: Winds of 16 knots* and above inevitably lead to much flogging of the sails (spilling wind) by inexperienced sailors. This is damaging to the boat and especially the sails. If you find yourself in this situation, stop sailing and drop the sails.

Gybing

At the higher wind speeds, do not allow uncontrolled gybing to occur. Shorten in the mainsheet, gybe, then ease the mainsheet out again.

Note 1: www.spinnakerclub.co.uk weather page which shows the current windspeed at Blashford lake is calibrated in knots. BBC weather forecasts are 'dumbed down' to miles per hour.

Note 2: Winds frequently gust to one force above. i.e. force 4 will gust to force 5.

SAILING NOTES

Steering and sheet forces are quite light and all rigging adjustments while sailing can be made from within the snug cockpit. No significant force is necessary to sail these boats.

There is a heavy lead-filled keel so operations on an inland waterway will never even approach a capsizes. In strong winds, the lee gunwhale may be at the waterline and the foot of the jib may be throwing up water.

In the remote event that the boat becomes completely waterlogged, built-in buoyancy will ensure that it stays afloat. However, if you remain seated, your neck will then be somewhat alarmingly on the waterline !

The NFS 2.4 boats have been rigged with very slight weather helm (i.e. they will slowly turn up into the wind if the steering is released).

Experienced sailors only may adjust mast rake and bend by trimming fore and back stays while under way. Do not apply excessive force to any rigging elements. (See **Notes 3 & 4**)

The Sailing Captain holds a briefing pack for 'power-trimming' the 2.4 for racing.

WARNING: Although some sails have a window in the jib, lookout from these boats is somewhat obstructed at all times. (See **Notes 1 and 2**).

CAUTION: Do not allow anyone to stand on the deck or cockpit coaming of **NAIAD** (wooden decked hull - sail No. 04).

Note 1: Lookout to leeward is sometimes improved by placing your head on the lee coaming and looking under the sails. However, you must regularly haul yourself up to look to windward; luff if necessary. Always keep a good lookout for other boats/obstructions in close proximity and do not allow yourself to go 'head-down' in the cockpit for long periods. Always lookout in the intended direction before turning.

Note 2: By adjusting the halyard and tack lines, the jib foot can be raised clear of the foredeck to allow a better sightline underneath.

Note 3: If too much aft rake is applied to the mast, the mainsheet may jam.

Note 4: Raking the mast will change the weather helm.

COMING ALONGSIDE

WARNING: The 2.4 carries a lot of inertia. A poorly executed manoeuvre could damage the boat and could injure persons.

Plan your approach to the jetty in good time. Do not 'press-on' if that plan is not working, return to open water and start again.

Always make your final approach into wind with low, and reducing, boat speed. Ease the sheets early but retain steerage way.

Aim to be stopped abeam the planned position slightly separated from, but within reach of the jetty. (The fenders should not have to do any work !)

Before making an approach, have the bow and stern lines cleared away and ready for use so the shore party can assist in securing you.

ALWAYS HAVE A CLEAR OVERSHOOT PATH. A failed approach can then go round again without last-moment aggressive steering (See CAUTION). Make adequate allowance for the stern to swing as you turn away. **Never attempt to come in bow-on to the jetty.**

CAUTION: Monitor the sheets (especially the mainsheet) to ensure that they do not snag on a jetty bollard/cleat. Doing that at speed will damage the boat. Reach up and manually pull the boom away from the obstruction if necessary. Do not sweep people or equipment off the jetty with your boom.

OPERATING TO/FROM THE HOIST PONTOON

Coming Alongside the 'H' Pontoon

It is prudent to approach across the end of the pontoon because of the limited turning circle of the 2.4 boats. The boat can then be warped to the hoist when necessary. If wind direction or low experience makes that difficult or potentially dangerous, consider going to another pontoon until a suitable hoist position is available.

CAUTION 1: When hoisting a sailor in or out of the boat, be very careful that the hoist spreader bar does not foul the cockpit coaming, especially on the wooden boat (NIAID).

CAUTION 2: Unlike the Access dinghies, the 2.4 has standing rigging which can easily become tangled by the hoist.

Considerations

If sailing conditions are difficult, do not hesitate to seek assistance from the Safety Boat to return safely to the pontoon

The white hull (ARIEL) has the option of stick or pedals steering. If necessary, the joystick can be removed to ease hoisting in. The joystick on NIAID is fixed.

SAILING ABILITY

Don't make excuses - TAKE CHARGE of the boat.

Hitting the jetty or another boat demonstrates unacceptable boat-handling skills and your future use of this type must be reconsidered. As a solo sailor, YOU should be able to judge and make that decision to seek more training before someone makes it for you !!

AFTER SAILING

Furling & Stowing Sails

This evolution is easiest with assistance from the jetty to manage boom and collect sails without dropping them in the water. Boat driver stays in the cockpit to operate lines and cleats.

Mainsail

Lower the mainsail slowly and carefully. Do not allow boom to crash onto the deck (or your head !) Keep sail out of the water.

Once main is down, re-attach the halyard to the boom end (at the outhaul shackle) to act as a topping lift. Haul in and secure the main halyard so that the boom is lifted clear of the deck with light tension on the kicking strap.

Roll sail up starting from head board. To stow in small bag (Green canvas marked for sail No. 04), make a triangular fold below the lower batten.

Leave mainsheet and boom fairly loose until you are ready to vacate the cockpit, then gently secure and cleat the Boom amidships.

Jib

Release jib sheets from deck fittings and pass them to jetty helper.

Ease halyard to allow jib tack to be disconnected from its tack-line on the foredeck.

Lower gently while helper unbuttons luff from forestay and gathers the sail in.

Once jib is down, re-attach the halyard to the jib tack line to act as a second forestay.

Roll sail up starting from head board.

Defects

Report all defects to the Sailing Captain or Boatswain. Make an entry in the **NFDS Operating Guidelines** folder (held at the Secretary's desk)

Note: Please be totally open and honest in reporting defects/breakages. There is no 'witch hunt' in progress; this log is necessary to keep track of boat usage and to ensure that hull/sails/fittings are maintained in a fully seaworthy condition.

MOORING

Note: There are currently no boat covers to apply.

Securing Afloat (one or more 2.4)

During the sailing season, NFS 2.4 boats are left on the water on the Black pontoon at the South end of the lake.

Secure across the inner corner of the pontoon with head and stern lines such that the boat is not rubbing against the jetty at any point.

Boats are secured together (rafted) with a large plastic fender loosely secured on the waterline abeam the cockpit between each hull. If foul weather is expected, it is preferable to align the boats in opposite directions or such that so that rolling due to wind, waves or powerboat wash does not cause the masts and rigging to clash. Bow and stern lines are taken to adjacent cleats so an outer boat can be removed while the inner boats remain secure. (see **Fig 1**).



Fig 1. Boats secured at South jetty

MAJOR MALFUNCTIONS

Helm does not respond normally

Immediate Actions

- Ease sheets to reduce boat speed.
- Attempt to steer using alternative pedals/stick (if fitted).
- Use any residual control to steer towards open water.
- Warn other boats.

Subsequent Actions

- Locate steering lines (by each shoulder). Steer by pulling on these lines.
- DO NOT attempt to come alongside without assistance.

Considerations

- Steering may still be available but in one direction only.
- Some directional control may be possible by balancing main and jib sheeting or even backing the sails (into wind) or by manually gybing (downwind).
- Attempt to locate the failure. A simple knot may regain control.
- If steering lines have parted at the rudder quadrant, the boat will probably need to be towed back to shore.
- Lie a-hull and call for assistance.

Shroud Failure

If one of the shrouds comes loose:

Immediate Actions

- Ease the sails to reduce power.
- Turn gently to place the failed shroud on the LEE side.

Subsequent Actions

- If the shroud can be re-tightened, do that then sail gently back for maintainance.
- If the shroud has parted or is close to parting, lower the sails into the boat and hold the mast manually if you can.
- Call for assistance.

Forestay Failure

- The correctly-rigged jib will function as a forestay.
- Ease the sails to reduce power, do not drive hard into wind.
- Check forestay is correctly cleated in cockpit.
- Sail gently back for maintainance.

Backstay Failure

- Ease the sails to reduce power but keep some tension on the main sheet.
- Check backstay is correctly cleated in cockpit.
- Sail gently back for maintainance.

Sense-of-Humour Failure

- You are on your own for that one - you are supposed to enjoy sailing !

BASIC QUALIFYING STANDARD TO SAIL THE 2.4

The following exercises are to confirm the sailing ability and judgement of the candidate. Therefore, **no instruction is allowed while this is being sailed.**

Training

Sailors wishing to prepare for this may sail with an Instructor in an Access boat at any time. If a qualification is requested on the same day, the following conditions will apply:

Part A should be sailed around a different course.

The alongsides must be made to a different jetty.

Conduct

A qualifying sail will be conducted in an Access 2-seat dinghy solo (*but see Note 5*) on the quickest route around a short triangular course. At least two laps must be completed during which the following skills must be demonstrated:

PART A

1. Correct **sail setting** for all points of relative wind. (See **Note 1**)
2. A minimum of four consecutive smartly executed **tacks** without the boat being 'in irons'.

Once Part A has been completed:

PART B

3. Stop the boat head to wind alongside a buoy, then demonstrate **backing the jib** to recover onto a close-hauled course.
4. A **controlled gybe**.
5. **Come alongside** a designated jetty and stop smoothly (See **Notes 2 to 4**).

Note 1: When close-hauled, the sailor is expected to take prompt action to prevent the sails being 'taken aback'. Sailing downwind with the boom sheeted in is likely to require further training.

Note 2: This exercise to be successfully performed a minimum of three times consecutively (not 'best of three').

Note 3: One failed/uncontrolled 'arrival' may be followed by a maximum of three further attempts. Two failed alongsides will terminate the assessment. A failure is considered to be if the boat impacts the jetty, or excessive force is required to stop the boat.

Note 4: At the examiner's discretion, one further attempt may be sailed later on the same day. All the exercises must be sailed again.

Note 5: The examiner may conduct this assessment either by watching the candidate from the jetty, or in the boat. In the latter case, the candidate is to handle both Main and Jib as if 'solo'.

continued

BASIC QUALIFYING STANDARD TO SAIL THE 2.4 - *continued*

Rule of the Road

During a short question and answer session, the candidate is to show the examiner a clear understanding of the fundamental Rules for the Avoidance of Collision:

- Sailing Vessels with wind on different sides.
- Sailing Vessels with wind on same side.
- Action to take on assessing risk of collision.
- Overtaking.
- 'Privileged vessel' responsibilities.

Documentation

Once this assessment has been completed, the examiner will enter a successful candidate's name into the record of authorised 2.4 sailors. Certain conditions may also be applied. For example:

"12 knots" If wind strength is above 12 knots, or gusting, use of the boat must be approved and supervised by the Sailing Captain or nominated deputy.

"15 knots" If wind strength is above 15 knots, or gusting, seek advice before proceeding.

"Expert" Unrestricted use up to the max permitted wind.

Rigging/Unrigging

Able-bodied sailors are not required to rig or unrig the boats as part of the qualifying test. However, the sooner you master these skills, the more likely you are to get more time on the water. The best way to gain these skills is to volunteer assistance to an experienced rigger when preparing or securing the boats. ('Learning by doing')

Inadequate boat handling

If consistently poor boat handling is subsequently in evidence, the Sailing Captain, or any NFDS Committee member may recall a 2.4 sailor and direct that individual to requalify before further use of these boats. At least one instructional trip should be conducted in an Access boat before subsequently reapplying for the 2.4 qualification.

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