



## Day Skipper Pupil Notes Class 3

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**Meteorology** –Highs and Lows and fronts- p 72-73 Finish Ex9 - Q7

Observe weather daily + look at weather on web and watch TV forecast (RTE 1)

**Seamanship** Answers to Ex 1 Q 2 -8 –see below

**Chartwork** Answer Ex 2 Chartwork Q 5-8

Charts –Important to check all the answers and that you are happy that you can **plot positions**, use Plotter for direction and dividers for measuring distance.

**Buoyage** lateral, cardinal, special, danger, safe, wreck

**Lights**- Nature of lights, Sectored, transit (leading),directional. Read (62-67)

**Tides** Causes – Springs Neaps. -other influences –ie wind, air pressure, rain

Tidal terms, Looking up tide times, Depths on charts (P48-49)

**PNTs - Practice Navigation Tables** – Synopsis of Almanac and Pilot Book-  
Read through!

**Shape:** Ball- Diamond – Ball, - **Light:** RWR - vessel restricted in ability to manouvre Sound: ... (I am going astern)

**Courses coming up:** **Powerboat:** National PB course: Nov **Cruiser:** Nov Caribbean (BVIs) Jan 1-10

**Ex for next week** – Forecast (written) Finish **Ex 9** Met (Q7)

Revise (very important) Ex 2 and do **Ex 7(Buoyage)** Q1-3, **Tides – Ex 3** Q 1 -3

### Answers – Seamanship 2-9

2. a) Rolling hitch –wont slip when pulled at an angle – good for taking strain off another rope

3. a)  $4 \times 5 \text{m} = 20 \text{m}$  b)  $6 \times 5 = 30 \text{m}$  c) Scope is necessary for length of chain (rope) to lie on seabed for corret angle of pull on anchor and to allow for rise of tide. Also acts as shock absorber. d) Nylon is strong, and stretches to absorb some of the shock. It also sinks, reducing the risk that if it is dropped into the water it will go round the propeller and the boat gets “propped”

4. Any four from: a) Sheltered from the present and forecast winds. b) Out of channel used by ships + other boats. c) Sufficient depth at low water, but not so deep that the anchor will drag at high water. d) Room to swing when tide turns, - different shaped boats will lie differently to the wind and tide. e) Good holding ground ie.mud or sand. f) Out of strong tidal stream or swell.

5. Any two from: Check posn on GPS. Set anchor alarm on GPS. Monitor a transit on beam of vessel. Take a bearing on beam. Monitor depth sounder. Use alarms on depth sounder

6. Any 8 from: Check safety equipment lifejackets, flares, fire extinguishers, lifebelts, MOB gear, liferaft, first aid kit, - brief the crew on their use. Switch on battery and check instruments and nav lights. Engine checks, Fuel check, Gas check, Sail covers off – sails ready to hoist, Stow all gear, Close hatches and seacocks, Radar reflector in place, Food prepared, Water full, Rubbish ashore, Forecast, Pilotage plans and passage plan,charts ready, Crew suitably dressed. Anchor windlass checked, anchor ready. Radio checked

7. a) Fenders will also be necessary on the offside if the berth is tight. Warps and fenders should also be ready for the unexpected, e.g. the owner's berth being occupied by a visitor, an allocated berth not being free as anticipated or an unexpected mooring difficulty.

b) No. Channel 16 is international distress channel. Use working channel for marina or mobile phone. Working channel and phone number will be in almanac and pilot book. (Ch.80 in UK).

c) Separate lines mean that each line can be adjusted independently from the boat.

d) C is the stern spring and D is the bow spring. Springs are essential because they stop the boat moving forwards and backwards, so prevent surging

8. A port. B starboard. C port.