

Chesil Sailability Daily Log Sheet

To be completed by the Duty Officer for all Sailing Sessions

Completed By _____

Session Date.....Time Started.....Time Ended.....

Role	Name	Arrived?	Sailing Rota copy
Duty Officer			
Safety Boat Lead			
Reception Lead			
Link Lead			
Pontoon Lead			
First Aid on shore			
First Aid on the water			

Sail/No Sail Decision

Conditions	Forecast	Observed	Review Period
Wind/Gust			
Sea State			
Are any weather warnings current? (strong wind, lightning, fog?)			Yes / No (circle)
	No. of Safety boats	No. of Sailing boats	Ratio Safety/Sailing boats
Provision of Safety Boats (for ratios, see P4)			
	Name	Role	Information Received
Information sought from Qualified Sources			
State of Tide			

Based on a careful review of the conditions prevailing and forecast having received advice from the above Qualified Sources and in line with the directions and training provided by the Trustees of Chesil Sailability I authorise the commencement of the planned sailing session.

.....signed DOtime.....date

Weather Conditions Guidance for Duty Officer

SEA STATE	Very rough and above							
	Very rough							
	Rough							
	Moderate							
	Slight							
	Smooth – wavelets							
	Calm – rippled							
	Mirror Flat							
WINDSPEED (knots)	Calm	Light Breeze Gentle Breeze Moderate Breeze (Gusting up to 18kts)			Fresh Breeze (Gusting up to 23 kts)	Strong Breeze	Moderate Gale and above	
	1-3	4-6	7-14	14-18	18-20	20-27	28 +	
	Ok to sail all boats all levels.							
	Boats ok to sail in accordance with Reefing Guide . If conditions change whilst on the water and you are not comfortable as a helm to continue, radio the Duty Officer to let them know you are heading in. Don't sail in conditions outside YOUR comfort zone!							
	No-one to launch.							

Sources of Weather Forecast:

1. Main:
 - WindGuru.cz: WG general. Arome 1.3 (high res, local)
2. Others:
 - XCWeather (quick reference, user friendly). Met Office, Portland Harbour (strong wind & Lightning warnings)
 - Local Knowledge ASWC / WPNSA
 - + Met Office Inshore Waters Forecast. Selsey Bill to Lyme Regis for wider picture.

Sources for Observed Weather Conditions:

1. weatherfile.com Portland Harbour North Ship
2. weatherfile.com Portland Harbour Fort Head (only if North Ship is not giving readings)
3. Handheld Device when reading taken by RIB located in sailing area.
4. Skipper reports.

Reefing Guide

Windspeed, knots	Hansa 303	Hawk	Wheelyboat	Sea state	Comments
Up to 3 knots	Marginal	With engine	Normal Operation	Flat	RIB rides
3-14 knots average (gusting 18)	Not reefed	Not reefed	Normal Operation	Flat- Small chop- some white horses Review if Easterly wind	
14- 18 knots average (gusting 20)	1 reef Consider 2 reefs for less experienced sailors	1 reef mainsail or mainsail only (no Jib)	Operation within Marina only	Larger chop. Review if Easterly wind	
18-20 knots average (gusting 23)	2 reefs, Marina for general sailors 2 reefs in Harbour for experienced race team sailors only	1 reef mainsail no Jib.	Operation within Marina only	Review if Easterly wind	Some racing takes place on the circuit at these wind levels
Greater than 20 knots average & gusting 24 or more	No sailing	No sailing	No sailing		

All subject to: - ability and confidence of sailor - wind direction - weather & temperature

Sailing Session Safety Check	Done	Delegated to: Name
Conditions		
• Up to date forecast, + mark on Sail/No Sail & Reefing guide		
• Other water users (inc shipping movements?)		
• Wind check, if marginal		
• Plan approved by other appropriate organisation		
Emergency procedures		
• First Aiders present:		
○ Land		
○ Water		
○ Medical Response List (MRL) system in place		
• First Aid kit in Base		
• Gate pass card in Base		
• Chesil or another mobile phone available		
Sailors		
• Access to emergency contact info		
• Sailor tally system in place		
• Reception person has whistles for solo sailors		
Comms		
• VHF channel agreed and all know		
• All RIBs have VHF		
• All Hawks have VHF		
• Hansa skippers have whistles		
• Radio Base role in place (whichever way)		
• Radio checks done		
Boats		
• All RIBs checked by helms		
• All sailing boats checked by skippers		
• Reefing guidance given if relevant		
• Hansa & RS Venture keel pin retainers in		
Pontoons		
• Fuel trolley in safe location		
• Hoist lead roles in place		
• Awareness of no strapped wheelchairs		
Noticeboard		
• Date		
• Forecast and sunset		
• Boats to prep		
• Briefing time		
• Any clothing/other recommendations for sailors		
DO Briefing		
• Welcome (inc new vols & sailors)		
• Wind & weather: forecast & current conditions		
• Any clothing recommendations		
• Plan		
○ Boats		
○ Sailing area		
○ Any specific safety or other issues, inc safety tip/scenario		
○ Team leads		
○ Vols who want to sail, name on list		
• Parish Notices		
How the session is starting.	No Hansa/RS Venture to leave pontoons until DO has checked Keel pins	

Safety Boat Ratios

Boats	Safety Ratio	Comments
Tues evening sessions		
Hansa's	5 Hansa's: 1 Safety Boat + 1 Escort/Pontoon Safety Boat	
Hawks	3 Hawks self-supporting, sailing as a group + existing Escort/Pontoon Safety Boat as back-up	If strong winds, Hansa's in Marina and Hawks out in Harbour, the Hawks will need a dedicated Safety Boat
RS Venture	3 RS Venture Connect : 1 Safety Boat + existing Escort/Pontoon Safety Boat	
Wheelyboat		
Hawk sailing only (Group sessions, Bart's Bash, etc)		
Hawk	3 Hawks : 1 Safety Boat	Very useful to have Escort Safety Boat as well for extra flexibility, but not essential for safety ratio
Hansa training session		
Hansa's	6 Hansa's : 1 Safety Boat + 1 Escort/Pontoon Safety Boat	
Vounteer free-sailing		
Any sailing boat	Safety Boat cover is not essential	If part of Tues evening session, cover by escort/Pontoon Safety Boat
Other Criteria		
These Ratios are very strong guidance, but the DO can vary if considered safe in the conditions. Reasons to be recorded on the SOP8A		
Use of a Safety Boat moored on pontoon/ready to go can release capacity for the escorting role, so increasing safety cover capacity in strong winds		
The ratios must never exceed the RYA ration of 6 sailing boats:1 Safety Boat		

Lightning protocol

Planning: Be aware of any potential lightning through Met Offices warnings

Managing the session. Use blitzortung website for live lightening info.

See https://www.blitzortung.org/en/live_lightning_maps.php?map=12 for UK map.

Protocol.

Range 20 miles or less	Cause for concern	Inform Key roles, Monitor closely
Range 10 miles or less	TAKE ACTION	Everyone off the water, then off pontoons. Halt the Session.

Can consider restarting the session 30 minutes after last lightning strike.

Fog protocol

Be aware of potential for Fog through Met Office warnings and Observation on the day.

Vis <> 1nm – 0.5nm	Approx mid harbour to 6Kt buoys*	DO and SBL decision to continue or halt session
Vis < 0.3nm	Approx Hansa course to crane area	Halt session. Hansas to be collected, Hawks to be escorted when Hansas are alongside.

* Be alert to risk of fog banks arriving with little warning over Chesil Beach from Lyme Bay

Other VHF Channels

- Harbour Master. Channel 74. 01305 824044.
- WPNSA. Channel 02
- Andrew Simpson Watersports Centre. Channel 69

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Volunteer & Sailor Allocations Tables (attach here)

Emergency Action Plan: Code Red

On Water	Both on Water & Land	On Land	Minor Injury
<p>First Safety Boat at scene calls Mayday (or Pan Pan) to Coastguard.</p> <ul style="list-style-type: none"> For Mayday only - Activate Red Button on GMDSS VHF (transmits exact location) Make Mayday (or Pan Pan) call on Ch16 SBL/ first aider – Check MRL (Medical Response List for the sailor) Take immediate action needed to minimise harm as BRONZE command <p>Coastguard will direct the incident</p>	<p>Duty Officer (DO) picks up key info from Mayday/Pan Pan on Ch 16 or our VHF Channel:</p> <ul style="list-style-type: none"> No. of people/ What happened/ injuries Responsive/unresponsive Breathing/not breathing Check MRL (Medical Response List for the sailor) DO Takes SILVER Command – i.e. tactical decisions, CS resource management. 	<p>Person at scene declares Code Red & location on our VHF channel</p> <p>Shore First Aider to:</p> <ul style="list-style-type: none"> Assess situation. Check MRL (Medical Response List for the Sailor) Confirm key info to Duty Officer Take immediate action needed to minimise harm as BRONZE command 	<p><i>SBL or Reception or Pontoon or Skipper</i></p> <p><i>Inform Duty Officer</i></p>
<p>First Safety Boat keeps DO informed.</p> <p>Unless otherwise indicated priority will be to return casualty to the CS Pontoon as quickly as possible.</p>	<p>DO to inform key CS roles of Code Red on the water</p> <p>DO acts as primary link to Coastguard.</p> <p>Base/Reception records all comms & timing and keeps the Academy informed.</p> <p>Defibrillator to be taken to the Pontoon/ location of casualty</p>	<p>DO to call:</p> <ul style="list-style-type: none"> 999 (Serious Injury or Life-threatening) or NHS 111 (Urgent but not Emergency care) 	<p><i>On the Water /Shore First Aider to assess and treat.</i></p> <p><i>Can use First Aid room.</i></p>
<p>DO to offer and provide support from CS resources as needed by Coastguard.</p>	<p>DO/Reception instructs volunteer to go to Gate 4 with gate card & VHF. Card pad is on the external side of the gate.</p> <p>Allocate Volunteers to open lifting barrier (code needed) and direct Emergency Services to the location of the casualty</p>	<p>Shore First Aider to provide ongoing support for casualty.</p> <p>Reception to provide any medical specific info on casualty, and incident timing for Emergency Services when they arrive</p>	<p><i>If any serious deterioration, or need external medical support, declare Code Red and follow process.</i></p>
<p>Other Safety Boat to bring all other boats back to Marina to Moor up on eastern pontoons and/or sail up and down</p> <p>Consider buddy Hawk and Hansa.</p>	<p>Reception to cancel session for sailors not arrived yet.</p> <p>Reception to contact family/carer if on site.</p> <p>Provide volunteer support for family/carer</p>	<p>Reception to contact family/carer if on site.</p> <p>Provide volunteer support for family/carer.</p>	<p><i>Ensure casualty is fit to travel home.</i></p> <p><i>If not, contact family/carer to escort home.</i></p>
<p>Once casualty is evacuated, other Safety Boat to oversee all boats back to pontoons</p>	<p>All volunteers to be reassuring to sailors and carers</p> <p>Provide support to volunteers.</p>		<p><i>DO to complete Accident Book.</i></p>
	<p>Emergency Services arrive and take responsibility for casualty.</p> <p>Work to Emergency Services instructions.</p>	<p>DO / Reception to inform family / carer (if not on site) re situation and external medical venue.</p>	
	<p>If Major Incident, DO to initiate Major Incident process.</p>		

DO to declare Code Red closed. Close down session, debrief volunteers and write up Accident Book

A **MAYDAY** call is only to be used when a vessel or person is in *grave and imminent danger* and *immediate assistance* is required.

A **PAN PAN** call indicates that a vessel or a station has a *very urgent message concerning the safety of a ship or a person* and *assistance is needed*.

A Pan Pan call may be used when the situation does not warrant a Distress call, however an urgent response is required.

For a serious injury or a life-threatening condition

Dorchester A&E – Dorset County Hospital

Williams Avenue, Dorchester. DT1 2JY Tel: 01305 251150

Open 24/7 Full A&E service

For an injury which requires urgent but not emergency care

If you have an ailment or injury which requires urgent but not emergency care, please call NHS 111, and you will be given advice or booked in for a face-to-face appointment at the appropriate site (see below).

Weymouth Community Hospital, Urgent Treatment Centre (UTC)

3 Melcombe Avenue, Weymouth, Postcode: DT4 7TB

Ring NHS 111 first, for an assessment. If you turn up unannounced at the MIU, you will be assessed, but may be directed elsewhere for treatment, or given a later appointment.

Open 7 days a week, 8:00 – 20:00 (& website says will see patients up till closing time)

- sprains and strains
- broken bones
- wound infections
- minor burns and scalds
- minor head injuries
- insect and animal bites
- minor eye injuries
- injuries to the back, shoulder and chest

Portland Community Hospital, Minor Injuries Unit (MIU)

Currently temporarily closed

EAP 2026 v1

Chesil Sailability - Mild Head Injury Advice Leaflet

You have suffered a mild head injury (bump to the head) please follow the instructions in this leaflet which will help you safely recover from any injury. **Give this leaflet to a household member, family member, or friend who can be with you and keep an eye on you for the next 24 hours.** Concussion can develop straight away, or after a few days, following a mild head injury. The following are symptoms that you may experience that do not normally need hospital treatment:

- A mild headache and feeling sick (without vomiting)
- Dizziness, tiredness and problems sleeping
- Problems concentrating or slight memory loss
- Irritability or feeling low in mood
- Sensitivity to bright lights or loud noises

These symptoms are common, and usually settle within a few days but can last a week, or two. You should be able to sleep as normal. If your symptoms persist, or you are concerned, you should arrange to see your GP, or call NHS 111.

Seek Urgent Medical Assistance - If you develop any of the signs and symptoms below. You should be taken to your local Hospital Minor Injuries, or Accident and Emergency Department, or, **if you, or the person looking after you is very concerned they should call 999 and ask for an ambulance:**

- If the person becomes unusually sleepy or is hard to wake up
- Headache all the time, despite painkillers such as paracetamol being taken
- Repeated vomiting ~~ie~~ more than once
- Weakness of arms or legs, e.g. unable to hold things
- Difficulty in seeing, speaking, walking, acting clumsy and uncoordinated, or loss of balance
- Confusion (not knowing where he/she is, getting things muddled up).
- Fluid or blood coming from ear or nose.
- Fits (convulsions or seizures), or any other abnormal behaviour.

NHS Website

www.nhs.uk/conditions/head-injury-and-concussion