

Kinsman Wee Joe & Wee Mo



These 6 metre keelboats are undoubtedly very different to the rest of our dinghy fleet, she is a capable craft with a substantial drop keel and built in buoyancy tanks that should be ideal for the Firth of Forth.

She should be able to cruise anywhere in the Forth in the right conditions and with an experienced skipper. She could take you up under the bridges, around Inchkeith or a trip to Aberdour, however we are not yet sure how comfortable she would be with a large sea or high winds so as always, caution is advised.

Both have outboard engines (Mercury 4hp - 2 stroke). That is a good amount of power for a small craft however will it be enough to punch into bad weather and make enough headway to reach harbour? It is also located far aft behind the transom so to operate it you need to crawl out onto the aft deck and in a heavy sea it may lift out of the water on the bigger waves. **Wee Joe's engine takes a 50:1 fuel:oil 2 stroke mix, so not pure unleaded petrol.**

They have no electrics, no compass, no gps and no vhf. They carry a paddle and anchor.

The Kinsman is treated as part of the club fleet, there is currently no plans for an extra usage charge. For funsails and race days, the Kinsman can be booked as part of the club boat booking system. For sailing outside of these times, communicate via the club email system or the Kinsman Whatsapp group. You will need access to a tender in order to get aboard the Kinsman which are both moored in the middle of the harbour, some coordination with the RIB crews will be needed as they also need to use a tender to access their boats.

There are extra skills needed to skipper the Kinsman above and beyond being able to sail a dinghy, these include:

- An understanding of the tides,
- Radio competency including Mayday / Pan Pan
- Manoeuvring under engine and what to do if the engine fails
- Approaching and leaving the mooring (without hitting Rebel Rebel tied next door)
- Approach/ leaving and tying up to a wall

And for use in a wider sailing area

- Knowledge of the safe havens around the Forth
- Chart reading and route planning if leaving our home waters
- GPS use

All of our yacht members and a good few of our dinghy members who have taken extra courses will be familiar with all of this and would be able to pass on these skills. This is also what makes the keelboat a great addition to our fleet, giving the members who might charter a yacht once a year ample opportunity to maintain and develop these skills and acting as a stepping stone between dinghy and yacht sailor.

We obviously want to make sure that anyone wanting to skipper the boat is competent, to protect them, our members and our assets.

If you do not yet possess this skillset, the Kinsman is still the boat for you, you will just need to pair up with an experienced skipper while you learn.

The recommendation for the minimum helm ability depends on how the boat is to be used on that day. This only applies to the skipper in charge of the decisions made onboard.

We identify 3 levels of increasing risk:

- 1. Funsail / race with rescue boat on station**
- 2. Sail in home waters without rescue boat**
- 3. Sail outside of home waters.**

1. Level 1 - Funsail / race with rescue boat on station

For a funsail / race just in the local area and just using the allocated tidal window in the calendar you need to be a confident and competent helm. If you have the skills to handle the Laser 2000 in a force 5 that might be a good baseline to imagine in your head. Even if it's a calm day, conditions can change quickly, you need to be competent enough not to accidentally gybe and damage the boat or crew, able to use sail controls to tame the sails and not leave them flogging.

You then need to know how to moor and tie alongside, this is most likely best taught face to face and practised under a variety of conditions.

2. Level 2 - Sail in home waters without rescue boat

Homewaters are defined as bordered by the Inner / outer diffuser buoys off Seafield, Craig Waugh isolated danger mark to the North, Cockenzie Harbour to the East, or more simply that is **a circle of under 4 NM from our harbour.**

Sailing without a rescue boat requires a VHF and a knowledge of when the tide is suitable for your planned excursion. In reality carrying a fully charged phone to call 999 and a study of the tides and sun calendar on our website should suffice, especially if the phone has a gps app on it. We cannot provide an exhaustive list of your responsibilities and potential pitfalls, but you *need to bear in mind that the tidal window is only a forecast and can be affected by other factors. You need to be self sufficient when sailing on your own, be conservative with decisions, have a plan B in mind in case the wind dies or builds, the engine won't start, you miss the tidal window.*

The club would love members to establish a Kinsman network whereby experienced helms take all comers out on prearranged days, to let people gain experience handling the boat under sail and under power, in the harbour and on the Forth. We would love a good forecast to lead to a spontaneous "lets go sailing" email and encourage the members to use the Kinsman in this way under a helm that meets the necessary standard.

3. **Level 3 - Sail outside of home waters.**

Before you can use the Kinsman outside of our homewaters you should have day skipper qualifications or equivalent experience /knowledge. All of the theory required can be acquired from the internet and from official theory courses etc.

The test would be to demonstrate how to shape a course to another Forth port, what time to leave, estimated track, waypoints, tidal streams, dangers, forecasts, tide on arrival etc.

You might argue that this is overkill, but it does demonstrate that all required knowledge is in place. The passage plan should be submitted fully typed out and submitted to the sailing committee and questions asked by a suitable individual. You will then be accredited to use the Kinsman inside the expanded cruising area of the Firth of Forth.

Plans to leave the homewaters should be run past the sailing committee before departure.