

Liverpool Sailing Club

Guide To the Local Conditions

The Waters

The club is situated on the foreshore which lies in a N.W./S.E. direction. This means that the prevailing westerly winds make it a lee shore for most of the time. The tidal streams run up to 6 knots at springs, It is unadvisable for sail and low powered vessels to be caught downstream of the club slipway on an ebb tide especially on springs.

Should you be going out sailing on a day when there is no O.O.D. on duty, then do leave word with someone ashore of your intention and your expected time of return.

If there is no club event arranged for that day, then try to arrange to sail in company for mutual safety.

The slipway

It may be found that the easiest way to launch during a tidal run is to turn the boat head into the tide, i.e. at right angles to the slipway as opposed to beam onto the tide.

Great care must be taken when launching or recovering as near the mid point of the tide there is a very strong run across the slipway and there have been cases of persons not being able to hold their vessels.

When launching in light winds on a flood tide make every effort to make a good offing to avoid being swept under the airport gantry.

Equipment

It is strongly recommended all vessels should at all times carry:

1. An efficient anchor of a design and weight appropriate to the size and type of vessel, with not less than 30 metres of a suitably sized rode.
2. At least one bailer or manual bilge pump appropriate to the characteristics of the particular boat. Except for designs of vessel which are fully self-draining or inflatable
3. An alternative means of propulsion suitable for that particular type of vessel.
4. A suitable knife.
5. Except where participating in organised racing, either a set of in-date distress flares or VHF radio or both.

If you feel that any of these recommendations are not appropriate to yourself or you would like further advice please speak to the appropriate fleet captain or Sailing Sec.

www.liverpoolsailingclub.org



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Wind Against Tide

Helmsmen are advised that the generally prevailing wind has a component in the direction of the flood, so that making way on and in the direction of the flood tide, the wind can appear deceptively light. Once the tide turns to the ebb and the wind is now against tide for the return passage, this can increase the effective wind strength by up to 3 levels of the Beaufort scale.

Helmsmen are therefore advised to assess the conditions in line with the characteristics of the boat and with their own and crews experience. The Sailing committee stresses the importance of this warning and helmsman are advised, if in any doubt to seek the advice of more experienced members, where 'Wind Against Tide' conditions seem likely.

Clothing and Survival

It is essential that you keep yourself warm and dry and your clothing is not cumbersome. Where emersion is a real possibility, a modern neoprene wetsuit or drysuit is recommended.

For larger or powered craft, there are numerous types of waterproof overall suits and jacket/trouser suits now available.

Always have a complete dry change of clothes awaiting you to change in on coming home.

The following table gives approx water temperatures from the club waters, approximated and rounded to nearest degree.

Period	Temperature (to nearest °C)	Approx time to exhaustion (Hours)	Approx Time to Death (Hours)
Jan	6	0.25	0.25 - 1
Feb	6	0.25	0.25 - 1
Mar	5	0.25	0.25 - 1
Apr	7	0.25	0.25 - 1
May	9	2 to 4	6 to 8
June	15	2 to 4	6 to 8
Jul	16	2 to 4	6 to 8
Aug	17	2 to 4	6 to 8
Sep	16	2 to 4	6 to 8
Oct	14	1	1 to 2
Nov	12	1	1 to 2
Dec	9	0.25	0.25 - 1

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Downstream hazards

Helmsmen are advised that the downstream waters are a busy commercial port with all the hazards that this presents. Helmsman making passage downstream should be familiar with the seamanship requirements of sailing in close proximity with other vessels. Inexperienced helmsman should seek the advice of more experienced members before making passage downstream.

Under SOLAS V/19 it is now a legal requirement to carry a radar reflector if practicable.

