

# St Ives Jumbo Association

## DRAFT GUIDANCE FOR THE USE OF “PETER’S PUNT”

**Introduction.** *Peter’s Punt* has been generously donated to the Association by Peter Lee who had the vision of a small lug-rigged sailing punt for use in and around St Ives Harbour. In collaboration with Jonny Nance a set of lines was drawn up based on the two St Ives punts used by the Association but adjusted to improve sailing performance and reduce the overall length. The first sailing punt (Peter’s Punt) was then built. Since then Jonny has built two further “St Ives Sailing Punts”, one of which is also based in the harbour.

**Use.** Using *Peter’s Punt* is an excellent way to improve seamanship and sailing skills.

Sailing is open to all members of the Association who have sufficient experience to sail her safely, have undergone one or more familiarisation sessions\* with one of the Jumbo skippers, and have been deemed competent. She is best sailed single-handed but two can sail in her reasonably comfortably whilst three is a squash and not normally advised. Her gear is all stored on board.

She may also be used for rowing or sculling around the harbour. Two oars are secured beneath the thwart. Only the one with the longer leather should be used for sculling. Thole pins need to be put in place for rowing. These are stored under the stern sole boards in a plastic container. They must be placed back in this container after use to keep them dry. There are two rowing positions, the aftermost for when singlehanded or three up, and the forward position when two up.

\*To arrange a familiarisation session, please request this on the Jumbo Crew WhatsApp.

Members intending to take her out must also announce this on the WhatsApp (to avoid clashes) and also provide a brief report on return.

**Mooring.** *Peter’s Punt* is normally kept on the central mooring of the Association’s three outhauls (running moorings). She should be moored on the flat sand at the outer end.

It will generally be easier, and safer, to rig her for sailing either after rowing or sculling out to a jumbo or jumbo mooring, or after moving her out from the shore on the running mooring. To facilitate this there is a line connecting the two halves of the mooring so that the half needed to haul her in, or out, can always be brought to hand when on board. The procedure should be reversed when coming ashore. NB. It is safer to avoid using the outhaul at the high water when there is no sand on the beach.

**Safety.** A buoyancy aid (instead of a lifejacket) is provided which must be worn at all times and a VHF radio or mobile telephone carried for use in an emergency. Should the boat be swamped or capsized, stay with her and await rescue. She won’t sink.

Under normal circumstances sailing should be restricted to within the area bounded by points 300 metres to the east of Porthminster and Barmaluz points. However, if the wind strength is gusting above F4 (16 knots, 18 mph), she should not be sailed out in the bay and only with due caution in the harbour and towards Pedn Olva. (Wind strength should be checked on the NCI St Ives website before sailing.)

**Running costs.** Since the costs of maintaining, mooring and insuring the boat are considerable, we ask members using her make a special financial contribution to the Association in order to help cover these.

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