



Civil Service Sailing Association - Channel Sailing Division

SKIPPERS NOTES – Yacht Sea Essay of Hamble

Newsletter No 04/15

Introduction

This is an occasional document issued by the Yacht Secretary, which will be placed on the CSD website and/or sent to all CSSA approved Skippers in CSD when there is new and/or important operational information to promulgate. There is no intention to produce newsletters on a regular basis. Each one is numbered in sequence every year so recipients can identify if any are missing.

Content

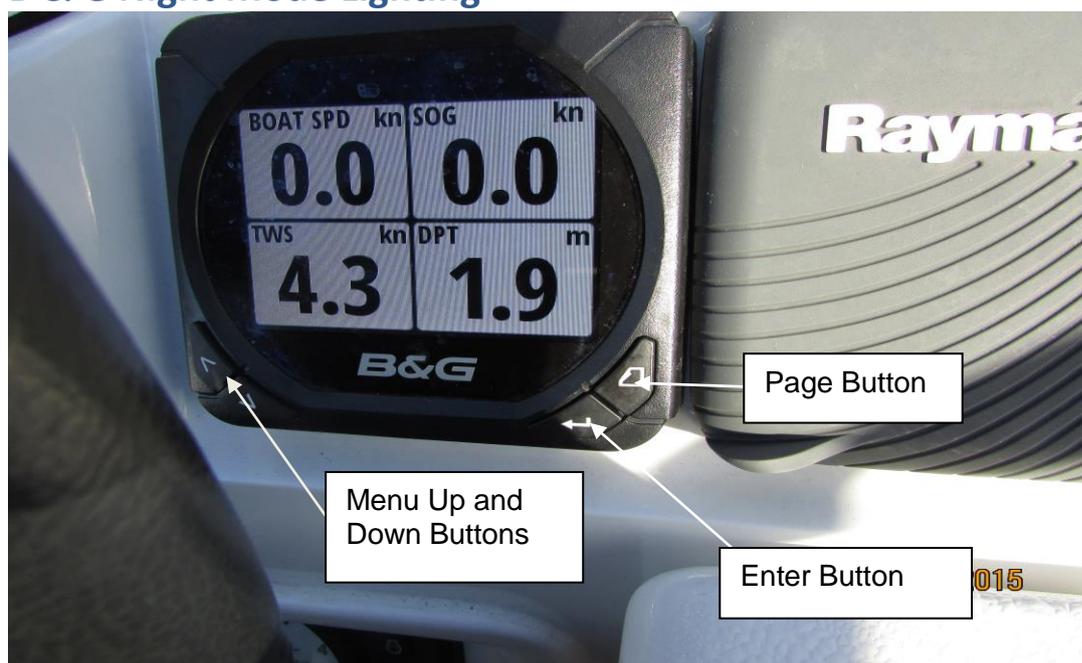
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Mainsheet Traveller

A recent incident has shown that instruction and guidance is necessary in the operation of the mainsheet traveller control lines. The control lines should be secured on both sides of the mainsheet block. The Traveller cleats are operated by pulling the line near the cleat upwards to release and pushing down to lock. After the boat has tacked or gybed the traveller can be adjusted by releasing the lazy or leeward control line and winching the windward one. Once the Traveller has been positioned then both lines should be locked. The damage in the recent incident was caused by the windward control line being winched using the electric winch while the lazy line was locked. Similarly, damage can be caused when gybing if the mainsheet traveller is not secured with both control lines as the swing of the boom causes the traveller to move extremely rapidly on the rail.



B & G Night Mode Lighting

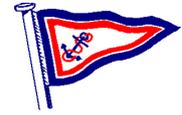


To select the night mode lighting on both B&G displays press and hold the “Enter” button on the starboard instrument for 3 seconds. This will take you to the display setup lighting level screen. Using the </> buttons highlight ‘Night’ mode and press “Enter” to select. You can also change the lighting level as required by highlighting ‘Lighting Level’ and using the </> buttons. Press “Enter” to complete. It is essential that you return the display to daylight mode and level 10 lighting level before you leave the boat.

Navigator’s Restraint

Following comments from skippers of the difficulty of staying in the navigator’s seat when heeled on a port tack we have fitted a restraint system. This uses the safety harness tether attached to the handrail next to the aft head and a hard point screwed to the underside of the chart table. Note the turn of the tether round the thwartships handrail support.





Galley restraint.

The Galley restraining strap can now be clipped to an eye on the inboard end of the sinks to give support to persons working there

Deck Log

It is necessary to repeat yet again that the deck log forms the vital evidence in any inquiry into an incident on board and should be completed regularly throughout a trip.

Skippers should:

- Complete the log in Pen, not Pencil. (Errors should be crossed out but still be legible)
- A routine entry should be made every hour. The info is readily available on the log page of the MFD.
- Log any incident including the receipt of any VHF broadcast relating to an “Urgency Signal”, e.g. “Securite”. “Pan Pan” or “Mayday”.
- Record any incident involving Sea Essay, including grounding however minor.
- Record the tidal information.
- Record log and engine hour readings at the start and end of each day.

Adrian Barnes
Yacht Secretary
24th Oct 2015