



## SKIPPERS NOTES - Yacht Sea Essay of Hamble

Newsletter No 01/16

### 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.

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## Electric Winch is not to be used to adjust position of the Mainsheet Traveller

A second incident where the Electric Winch has been used to move the Mainsheet Traveller without first freeing off the lazy jammer has resulted in a broken traveller turning pulley block and another substantial repair bill.

**Henceforth the Mainsheet Traveller is not to be adjusted using the Electric Winch.**

All Approved Skippers have been briefed during familiarization that the Electric Winch is extremely powerful and unforgiving and its use by crews must be appropriate, briefed and supervised. Following this latest incident it is now considered that using the Electric Winch to change the position of the Mainsheet Traveller is not appropriate as it is too easy for the lazy control line to be left jammed putting excessive pressure on the traveller turning pulley block. It took contractors over six hours to complete the repair, requiring the removal of the cabin headlining and cutting a hole to access the pulley fittings from underneath.

Note that the Charter Agreement and the CSD Terms and Conditions do give the Club the right to require a contribution towards the cost of repairs or insurance excess where loss or damage is caused by negligence.



## Report damage/possible damage

During the latest Maintenance Day it has been noted that the starboard pushpit has received another significant knock distorting the stanchions and compromising the deck fixings. However, there have been no reports of an incident that may have led to this damage! Just because you can't see anything following an impact please inform the Yacht Husband team so they can investigate. Someone knows something about this.

## Cleaning the Boat!

Please note the before and after photographs of the galley splash back supports below.

**It is your responsibility to keep your club boat clean.**

There are many nooks and crannies on the boat but other predominant areas of neglect are the underside and particularly the back of the fridge lid, the corners of the sink surrounds and the edges and ledges of the floor panels.



Before - neglected



After a rub with damp cloth



Civil Service Sailing Association - Channel Sailing Division



. . . and unseen



. . . and a bit of fettling

## Deck Log

### Another reminder.

Skippers should:

- Complete the log in Pen, not Pencil. (Errors should be crossed out but still be legible)
- Record that the Safety briefing has been completed
- 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. "Sécurité", "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  
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