



SKIPPERS NOTES - Yacht Sea Essay of Hamble

Newsletter No 01/17

Introduction

This is an occasional document issued by the Yacht Secretary, which will be placed on the CSD website and 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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Setting Springs on Sea Essay

As can be seen in the photograph below extensive wear damage has been noted on forward and aft areas of the teak toe-rail and hull.





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It has been surmised that the probable cause is springs being rigged from the bow and stern cleats on the boat to a central cleat ashore. In the absence of fairleads at the bow and stern this has meant the springs have laid over and along the toe-rail, which particularly in the bad weather at this time of year, has led to the evident rubbing damage.

This factor was possibly anticipated by the boat manufacturers who built-in a protective stainless steel rubbing strip at each of the central cleats allowing springs to be rigged from that point (as shown below) to forward and aft cleats ashore.



All skippers are to ensure that this practice is followed at all times when the boat is berthed. It is understood that this may not be practical when springing-off.

New Sails

Sea Essay has a new set of sails fitted this year and Skippers are asked to treat them with care and not to over tension the main halyard, clew outhaul and the kicking strap (vang). Also ensure that the reefing lines are not pulled out by hoisting the main, as the friction through the boom and around all the blocks is too great and will stretch the leach. When reefs are released and the main is being lowered the reefing lines should be pulled through and stowed slack with the sail in the sail bag.

Reset Plotter

A reminder that if changes are made to the Plotter set-up it is to be returned to the standard together with removal of Routes, Waypoints and Tracks before leaving the boat. It is recommended that changes to the set up and display are recorded at the time they are made on the blank log page so that the set up can be changed back to the standard.

Skippers should note that the second drop down data bar now has a window showing cross track error (XTE) The Yacht Husband would be interested to learn of any changes that you would like to make to the standard set up and the reasons for making this change



Stowage

And yet another reminder to return all items to their correct stowage as detailed in the inventory, which is in Part 1 of the Chart Table Folder. There are also two other laminated copies onboard.

Care of your club boat

CSD is running a low cost, club mutual benefit operation with a volunteer committee managing and maintaining Sea Essay. That means we do not have the time and money to provide a team to prepare and clean the boat for each new crew. Hence it is necessary that you and your crews, all being members or close to members, maintain high standards in your treatment of Sea Essay and its equipment.

Generally this works very well but now and then a crew doesn't report a damaged (or potentially damaged) or lost item or doesn't bother to thoroughly clean the boat particularly the heads or galley that they may have been using for a number of days. This obviously can be a more than just an inconvenience for the oncoming crew as the true situation may not reveal itself until some time later when they are underway.

Recent examples of lack of care and attention are shown in the following photos:



Damage to the keel in excess of anything likely to have occurred due to the grounding incidents reported.



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Damage to the galley woodwork not reported.



Areas around the galley not cleaned.



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And finally:



The heads on the 20th February this year, are they still as clean? Remember it requires 20 pumps to move what is in the bowl up and around the anti-siphon loop to discharge. Don't leave dirty fluid sitting in the bowl.

Adrian Barnes
Yacht Secretary
16th March 2017