

Division

Civil Service Sailing Association - Channel Sailing

SKIPPERS NOTES – Yacht Sea Essay of Hamble

Newsletter No 02/17

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.

Content

Introduction	1
Content	1
Check Engine Cooling Water	1
Don't Stow and Forget Wet Sails	2

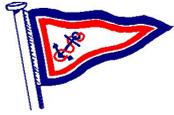
Check Engine Cooling Water

We are all aware of the need to check that water is ejected from the engine exhaust after starting the engine to ensure that cooling water is flowing. However, a recent incident (see photo below) emphasises the need to check the same regularly all the time the engine is running. A check that water is flowing through the weed filter is also recommended.

The photo shows where the plastic water-lock trap has been melted by hot engine exhaust gases, which were not being mixed with cooling seawater due to, it is believed, a pump impeller failure. Whilst the lack of cooling water was eventually identified and the pump impeller was replaced it was not soon enough to prevent this expensive and potentially serious damage.

This has also resulted in one curtailed and one cancelled charter as repairs are effected.

A spare impeller is carried on board and can be fitted in the event of cooling water failure.



Division

Civil Service Sailing Association - Channel Sailing



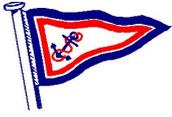
Don't Stow and Forget Wet Sails

On a recent maintenance day the Yacht Husband Team found that the Storm Jib had been put away sopping wet and there was quite a bit of water in the compartment in which it is kept. The Forehatch Blanking Plate and its bag were also very wet.

It is appreciated that when people use the storm jib it is most likely to be in wet conditions and they may not have an opportunity to dry it out before they leave the boat. In such cases it makes sense for the departing skipper to either leave a note for the next skipper or put a note in the Handover Clearance note to the effect that the storm jib has been put away wet. This will prompt the next skipper or the Yacht Husband Team to remove it from stowage and try to dry it out.

Leaving a wet sail stowed will make the whole boat damp and risks the sail going mouldy.

Adrian Barnes
Yacht Secretary



Division

21st April 2017

Civil Service Sailing Association - Channel Sailing