

Civil Service Sailing Association - Channel Sailing

Division

SKIPPER'S NOTES – Yacht Sea Essay of Hamble

Newsletter No 03/17

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 |
| Portsmouth Harbour Approach Channel and adjustments to the Small Boat Channel (SBC) | 1 |
| New Reef 3 Tack Arrangement | 1 |
| New Carbon Monoxide Alarms | 2 |
| Loss of Engine Cooling Water Report | 3 |

Portsmouth Harbour Approach Channel and adjustments to the Small Boat Channel (SBC)

Skippers are reminded of the changes to Portsmouth Harbour as a result of providing safe navigation for the new aircraft carriers. The Local Notice to Mariners (LNTM) No. 24/17 has been issued to show the widening and re-orientation of the Portsmouth Harbour Approach Channel and the adjustments to the Small Boat Channel (SBC). The effect on small craft (under 20 metres LOA) is that No 4 Bar Buoy should be left to PORT when heading in OR out of the harbour. The same applies to Ballast Pile. Caution when leaving the harbour is advised as the dredging has left a steep change to the west of the SBC where there is little depth at low water. The Small Boat Channel MUST be used by all craft under 20 metres and the main channel must not be crossed until north of Ballast Pile. Call QHM on VHF Channel 11 for permission to cross the harbour.

LNTM No24/17 can be downloaded from QHM's web site and a hard copy is in the chart table.

New Reef 3 Tack Arrangement

As the reef 3 tack spectacles on the new mainsail are on shorter strops than those on the old



Civil Service Sailing Association - Channel Sailing

Division

mainsail, the existing reef 3 tack arrangement does not work. We have modified it accordingly. There are now loops of 4mm Dynema (which has a 1 tonne breaking strain) through the spectacle rings on both side of the mainsail. The reef 3 snap shackles are then simply clipped through the Dynema loops and the halyard tensioned as normal. The photographs below show the new loops on each side of the sail and how they are rigged.

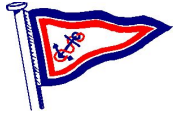


Reef 3 Tack Starboard and Port views

New Carbon Monoxide Alarms

New Carbon monoxide alarms have been fitted in the main cabin on the bulkhead above and behind the chart table next to the EPIRB and above the cabin door on the inside of the stbd aft cabin. The gas safety inspector refused to re certify our existing CO alarm as it was situated too low down in the main cabin. It proved very difficult to re locate it hence an additional battery powered alarm was fitted in a higher place. The sources of CO on the boat are engine exhaust fumes, a malfunctioning diesel cabin heater and the galley. The diesel cabin heater, engine and the galley are all close to the stbd aft cabin so an additional alarm has been installed there. The pictures below show the locations.

Should an alarm go off (loud continuous beeping) everyone below should immediately go to the cockpit, opening the main hatches and turning off the cabin heater (if it is on). The galley should be turned off if it is on and the gas supply should be turned off at the gas bottle in the gas locker. The engine should also be switched



Civil Service Sailing Association - Channel Sailing

Division

off if it is running. People should only go below deck when the alarms have stopped.



CO Alarm Main Cabin



CO Alarm Starboard Aft Cabin

Loss of Engine Cooling Water Report (Ref SNL02/2017)

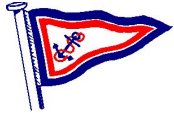
We left Lymington at about 1030, heading E into the Solent with the tide, intending to head back W and into Yarmouth when it turned. We'd had one good day previously covering some of the basics with our younger crewmembers, and wanted to practice a few MOBs before lunch.

The engine was on for about 30 mins getting out of Yarmouth, and on starting was pushing water at the exhaust - comparable with what I'd seen on previous occasions on Sea Essay, i.e. an intermittent, smallish amount, but not any less than expected, but perhaps less than I'd seen on some other boats.

At about 11.00 we ran our first MOB drill, after a brief, with me at the helm; I did not check the flow at this point. Engine was on for perhaps 5 minutes. I ran the second drill at about 1115, and during this I was conscious of a different note in the engine - smoother sound, and checked the exhaust outlet - no water. We picked up the MOB, engine off after about a minute.

I checked the filter, cleared a small amount of weed, primed the filter, re-started, no cooling water flow, engine off.

Found toolbox, inspected and replaced the impeller, re-started. Plenty of flow now through the filter, but still none at the exhaust outlet. Began to smell exhaust in the cabin / saloon and noted a small amount of water pooling below engine. Presumed at this stage a damaged hose, called Sea Start, who were in E Solent. Agreed to RV around Beaulieu River area, we sailed E and met up with SS at about 1430. Quick diagnosis confirmed an exhaust hose issue; we decided to return to Hamble under sail and meet SS at the outer cardinal. Picked up tow, arranged an accessible berth with Mercury YH, and tied up at about



Civil Service Sailing Association - Channel Sailing

Division

1730. Later confirmed that the plastic water trap box had melted.

Note: At no time was there a Coolant High Temperature alarm indicating that the lack of cooling water was identified soon enough to prevent excessive rise in engine temperature and any associated damage to the engine.

A few 'ifs' - if we'd been at sea, or further from home port (or if it had been my own boat) I'd have investigated the water trap area more thoroughly (given I had a posidrive screwdriver) and would probably have duck-taped it up and jury-rigged enough of a seal to get us safely back.

I think too if I'd visually checked the filter while the engine was actually running - with the new impeller in you could easily see a surging flow of water coming through - perhaps with the earlier remnants of a degraded impeller the lack of flow would have been noticeable. Possibly this would be an easier and more effective check, particularly as the exhaust outlet is quite well hidden under the stern chine.

Will I always check the impeller in future when taking on a charter? Probably yes!

Adrian Barnes
Yacht Secretary
02 May 2017