

Civil Service Sailing Association - Channel Sailing Division

SKIPPERS NOTES – Yacht Sea Essay of Hamble

Newsletter No 01/18

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.

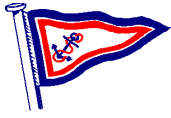
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River Hamble Tidal Streams.

Skippers’ attention is yet again drawn to the extreme tidal rates that flow through MYH during the ebb of high spring tides and which can compromise safe and incident free berthing. It should be remembered that with the Solent’s spring high water stand which can extend to 3 hours, the ebb tide has to complete its cycle in less than 4 hours instead of the usual 5 + hours. This means that the rate of the ebb will be significantly greater than the preceding flood tide and needs careful consideration when planning your departure from or return to Mercury.

It is recommended that if you have any concerns with berthing in these conditions you avoid their undue influence by departing/returning during the stand or taking a more benign mooring and waiting for the flow to decrease.



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Recommended Action

Skippers are asked to heed the following advice:

- Prepare and plan carefully before entering or leaving the moorings
- The plan should be sufficiently flexible so that it can be modified in short order as conditions dictate, e.g. by adopting a more appropriate heading and speed for the tidal situation
- Fully brief the crew to explain the berthing/departure plan before starting manoeuvres
- Any mooring incident must be logged and reported to the yacht husband

Departure / berthing procedure

- Establish the state of tide supported by personal observation of the tidal stream and wind before leaving the berth or during your passage up the river
- During the passage across the tide between C and B pontoons you may experience strong and varying tidal flows
- Position the boat centrally between the two lines of pontoons and have a crewmember available with roving fender ready for action if required
- You may have to counteract the tidal stream by steering into the tide and this may be as much as 45 degrees off your track
- A suitable boat speed may be higher than normal for such manoeuvres to counteract the tidal effects; too slow can lead to loss of control
- Situational awareness is the key and use of forward or back transits may assist in holding a central position. Your position between the pontoons can change rapidly which prevents the use of anything too complicated
- The decision to berth bow or stern in is one that only the skipper can make, although mooring stern to in conditions other than slack water and benign wind conditions is not recommended.

Sources of Tide Information

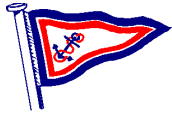
The amount of detailed information of the tidal steams is surprisingly limited. The most comprehensive information comes from the Raymarine MFD (Plotter) by placing the cursor over the "T" at Warsash, pressing "OK" (centre of rotary control) then using the soft keys for data etc. Other sources include <https://www.tidetimes.org.uk/warsash-tide-times>. The notes in Reeds under "River Hamble" are also of interest.

Interpretation of Data

From these sources the Warsash tidal curve can be obtained and the times of high and low water. From the curve the prediction for a 1st and 2nd HW at or near Spring tides and any "Stand" which can be as long as 3 hours can be seen. The steepness of the line can be an indication of the expected rate. This rate will also increase following periods of heavy rainfall.

Changes to Rigging Methods

Skippers are requested not to change the rigging methods of any of the boat's systems. If you think an improvement can be made, make a case in writing to the Yacht Husband who will consider the merits of the case. A recent event where the lazy jacks and reefing pennants had been secured by very secure self-locking knots required the line to be cut to release them.



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Use of the Bosun's Chair to Climb Mast

If it is necessary to climb the mast using the bosun's chair two halyards must be used. If possible avoid using the main halyard, as this will have experienced the most stress in use. The halyards should be thoroughly inspected for any signs of wear and damage before use and secured to the bosun's chair-hoisting ring by a bowline, do not rely on the halyard shackles.

One person will operate the primary halyard using a coachroof winch; another will work the second as a safety line just taking up the slack by maintaining enough wraps on a winch to prevent a fall if the primary halyard should break.

Main Halyard

The main halyard has recently parted when under load where it is suspected that a possible cause could have been the previous use of the electric winch to get the final tension into the luff. Whilst it is reasonable to use the winch under power to hoist the mainsail, the final tensioning should be done by unloading the winch (taking the turns off the drum then reloading it) and using the winch handle to get the final tension by hand. On examination of the parted halyard it was shown that the outer case had melted where it was twisted round the topping lift at the masthead. Please ensure that the main halyard is free to the top of the mast before fastening it to the mainsail head. The halyard should be stowed at the aft end of the boom next to the topping lift when not in use.

Reefing Pennants

When stowing the mainsail, the reefing pennants should be released, pulled through so that the slack can be stowed into the mainsail. This will enable the mainsail to be hoisted so that there is no tension on the leach caused by the pennants. Hoisting the main with the pennants under tension has caused damage to the sail.

Action in the event of damage, breakdown or failure

In the event of damage, breakdown or failure skippers should as soon as practicable contact the Yacht Husband (01483 829924 or 07790 390007) and Colin Smith (07733 402571) for advice.

Skipper Familiarisation Briefing

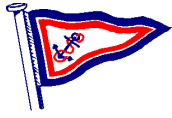
It is mandatory for all skippers to have attended a familiarisation brief before they can skipper Sea Essay. It is also recommended that if you haven't sailed on Sea Essay in the year following your familiarisation that you attend another session to refresh your memory and catch up with any new fixtures, systems and stowage.

Giving medication

Just a reminder:

If a crewmember suffers from a condition which requires taking medication carried in the first aid kits this should be offered to them for them to take voluntarily.

Such medication should not be administered without the patient's permission or a Doctors direction.



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MAIB Safety Bulletin 1/2018

Worth a read:

Urgent safety lesson issued after a fatal man overboard from the sailing yacht CV30 in the Indian Ocean on 18 November 2017.

<https://www.gov.uk/maib-reports>.

Adrian Barnes
Yacht Secretary